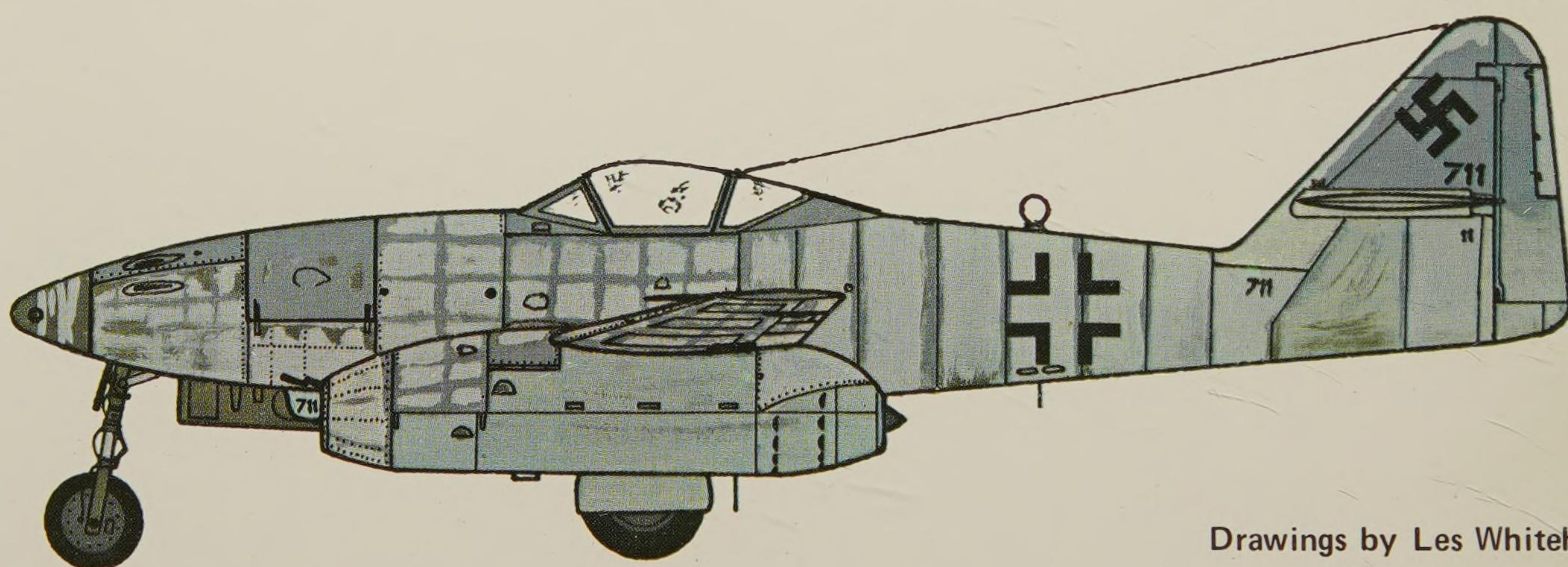
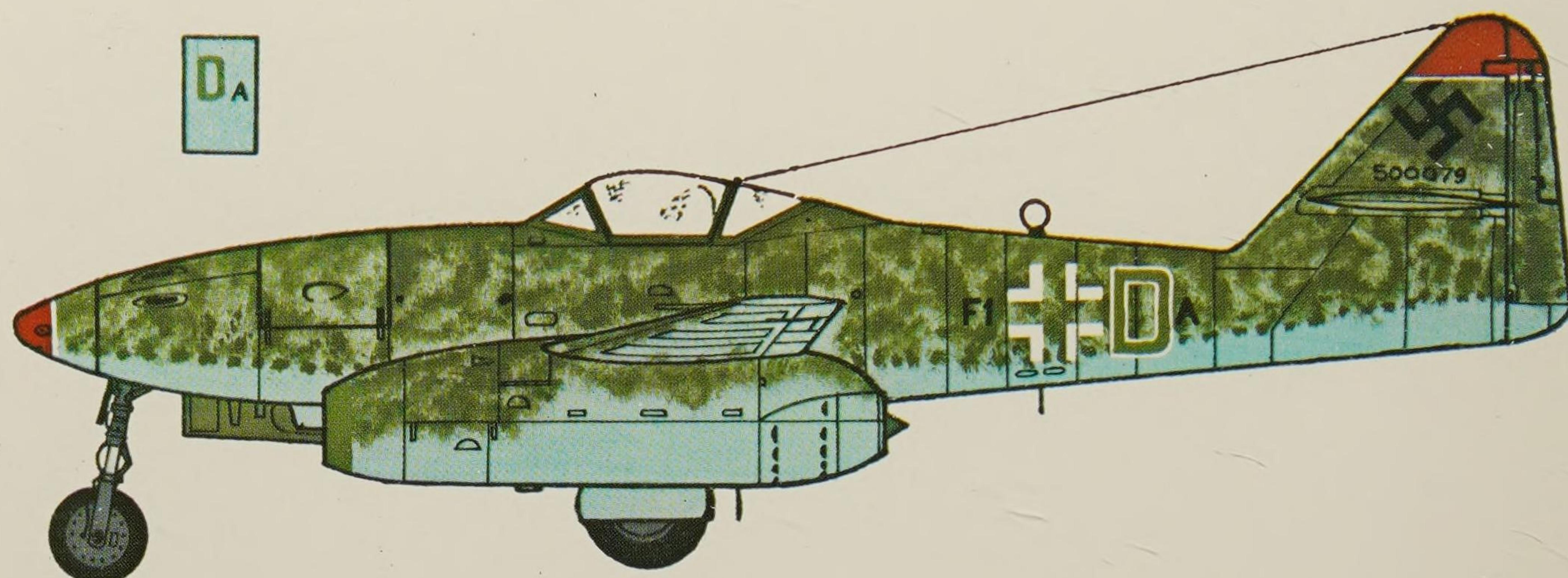
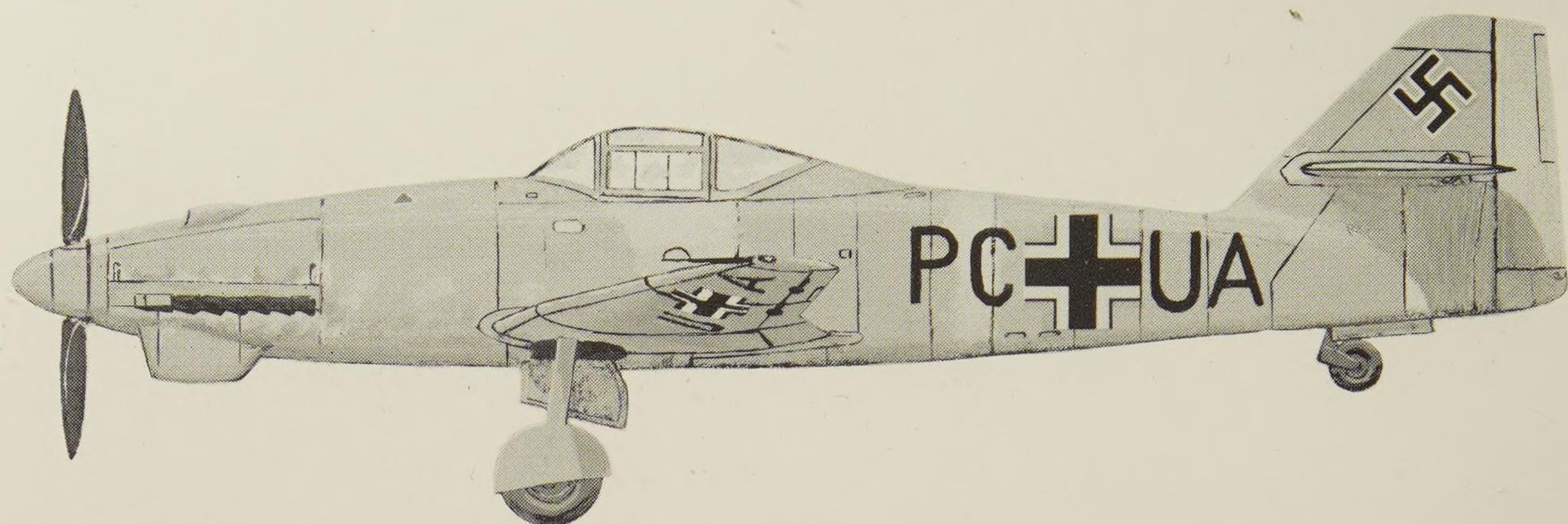


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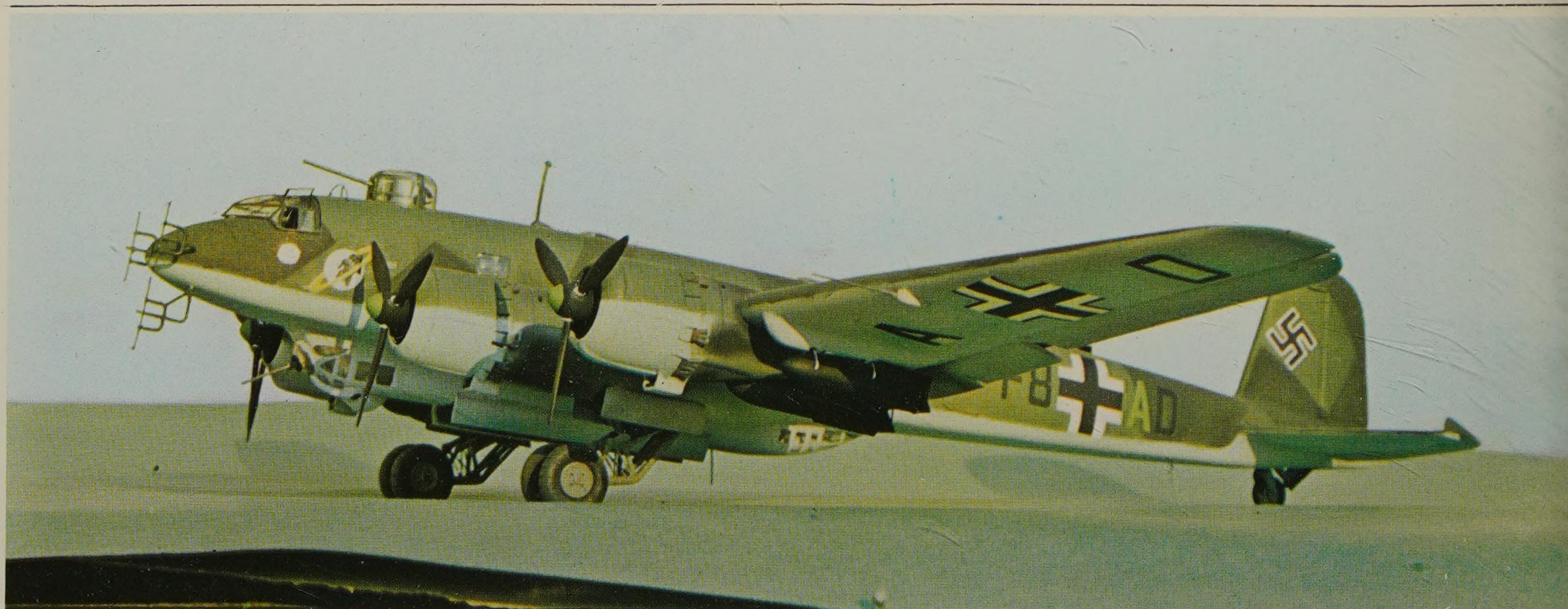
model special





Drawings by Les Whitehouse

TOP: Messerschmitt 262 V1 as it appeared during flight trials prior to the fitting of BMW engines, summer 1941. CENTRE: F1 + DA flown by Hans Fay, as landed at Rheinmain airfield (see page 28). ABOVE: Me 262A-Za in the codes of KG 76 is believed to be a staff aircraft actually used by KG 54. It is a Me 262A-2a (drawings by Les Whitehouse). BELOW: This fine model of a Fw 200 C-4/U3 of KG 40 was made from a Revell kit by John Chisman (photo by Alan Butler).



AIRCRAFT

model special

Edited by
Chris Ellis



DUCIMUS BOOKS

First published — June 1974

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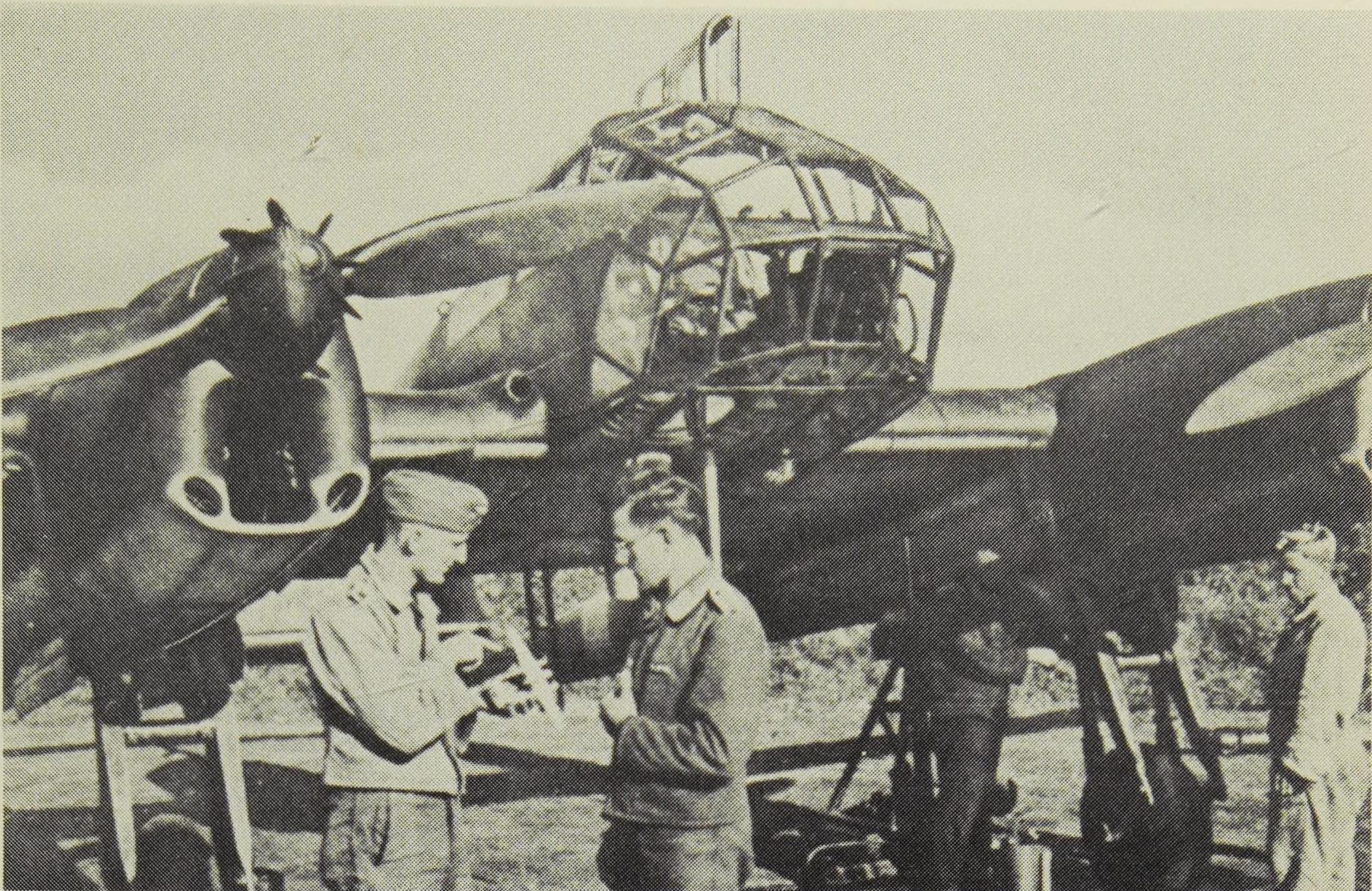
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This amusing picture seems more than appropriate for the first page of AIRCRAFT MODEL SPECIAL. It almost invites entries for a 'caption competition' of the sort favoured by literary and humorous magazines. 'Airfix got the nose panels wrong' or even 'I got the colour scheme from the back of AIRCRAFT MODEL SPECIAL (yes, have a look!) are two that spring to mind in a light hearted vein. Actually it's a genuine wartime picture showing that even the lads on the Eastern Front got time for 1:72 scale modelling - or maybe it's a recognition model. Photo is from Mihail Moisescu of Bucharest. Meantime if you are making the fine Airfix model of the Fw 189, we provide useful full colour views on the back cover.



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AIRCRAFT MODEL SPECIAL is something out of the ordinary as far as publishing for the discerning specialist modeller goes. It represents an attempt on our part to combat that menace of the 1970s, roaring inflation, which affects publishing just as much as any other type of business. To some extent publishing is even worse affected than most things because paper has become both scarce and expensive, and all the many labour and material costs in the publishing process have rocketed in step with paper prices. So unless one has unlimited funds, the days when anyone could produce a glossy magazine, print huge numbers, and sell them at a modest price are virtually over. True there are still plenty of these magazines around, but few of them are breaking even let alone making more than minimal profits with which to finance future publication. One of the curious anomalies of the specialist model press has always been that the various magazines produced all run to the same sort of schedule as general consumer magazines - out on the news-stands for a month, then swept away as unsaleable and out of date. In specialist model magazines, however, much of the material never dates. An article on a Lancaster bomber published in 1964 is usually just as useful to a modeller as one published last month. With AIRCRAFT MODEL SPECIAL we have taken the kind of articles you might have found in a conventional model magazine and collected them together in permanent form, in a publication which will not date at all and is, in essence, a book of articles. The print order and quality is in the book class too - so AIRCRAFT MODEL SPECIAL won't be distributed around the news-stand, only to hobby shops and specialist bookshops. This makes the project financially viable to us, and believe it or not, it makes financial sense to the reader too. If you buy half a dozen or so conventional magazines mainly to get the major articles they contain you'll have spent the same sort of money (maybe even more) that you should on AIRCRAFT MODEL SPECIAL. As we do not have to worry about reviews or news items we have room to spread our wings, use all the pictures and drawings we want, and so present the major articles at whatever length we require. The pictures can be bigger too.

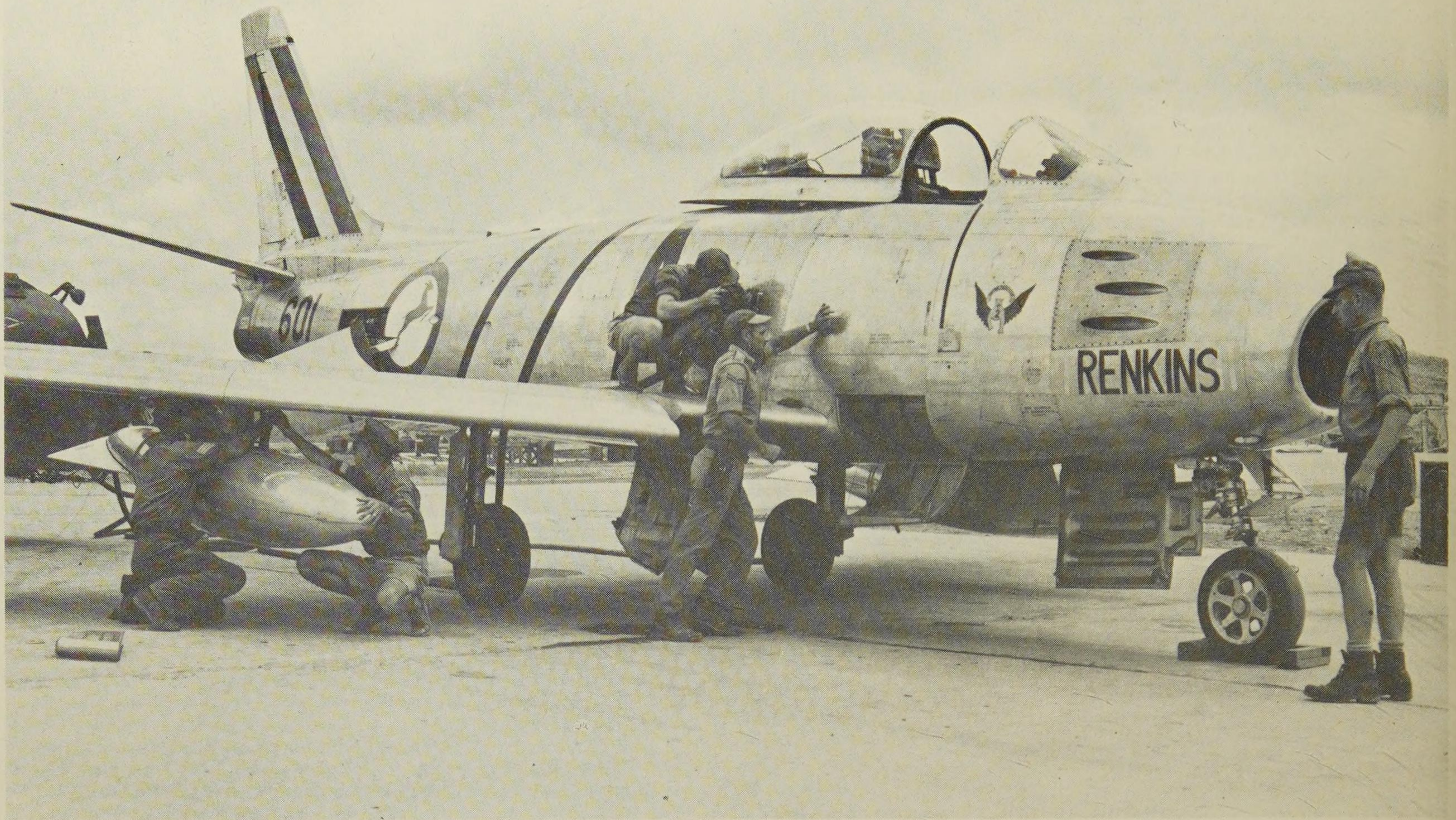
If you wonder where news and review items come in, see our other publication MODEL AND KIT REVIEW for the answer. If you like our presentation please let us know. We've more MODEL SPECIALS on the stocks - just how quickly we produce them really depends on how quickly you buy them!

I'd like to thank all contributors to this book for their prompt and unfailing ability to deliver the material. Lots more is lined up for the next edition, including sequels to several of the articles included here.

Chris Ellis.

COVER ILLUSTRATION

A striking view of the superb Spitfire Mk 24 in 1945-46, showing the RAF Northern Europe colour scheme and markings of the time. This angle shows well the wing shape of the late model Spitfires. Despite the many Spitfire kits on the market, the attractive Mk 24 is neglected - only a very hard-to-find Hawk kit in 1:72 scale, and this needs working on. (Painting by D. Beavor).



South African Sabres

by Dave Becker & Richard E. Gardner

IF a memorial is ever erected to the most famous fighters of the world, the Sabre must surely rank among the top ten. As the Spitfire was thirty years ago, the 'Sabre-Jet', as it is so often known to the lay public, is a household word today.

The Sabre has been used on two occasions by the South African Air Force, firstly in Korea and secondly as a replacement for the ageing Vampires, then front line equipment, in 1956.

South Africa sent No 2 'Flying Cheetah' squadron to Korea as a contribution to the United Nations forces in 1950. Equipped initially with F-51D Mustangs, it was attached to the United States Air Force 18th Fighter-Bomber Wing.

In January, 1953, the 18th FBW re-equipped with the F-86F-30-NA, its tail markings being a long red, white and blue flash extending up the fin. During a visit by the then Minister of Defence, Mr F. C. Erasmus, the SAAF Senior Air Liaison Officer in Korea, Colonel D. A. du Toit (who incidentally led the first SAAF Junkers 86 raid against the Italians at the beginning of World War 2) requested the Minister to have 2 Sqn re-equipped with Sabres. Some three months later the request was granted.

By March, 2 Squadron had received its Sabres and the first flight was undertaken by Commandant Gerneke. The SAAF aircraft had their fin flashes extended up the fin to comply with the 18th F-B Wing's marking. However, the South African national colours were used by 2 Sqn, orange (leading) white and blue. This was the origin of the Sabre fin flashes seen today.

Above: No 601, an F-86F in its later days in Korea, carrying the name Renkins and the squadron badge. Code 'A' is partly obscured by crewman on wing (SAAF-A4271). Opposite, top: No 601 again, this time in earlier days with the name Sherdanor II, traces of which are just visible beneath the new name in the above picture. Note also stencil peels beneath cockpit which have been repainted without outline beneath windscreen in above picture. Earlier picture of 601 appears in Aircam No 20 with name only partly painted as SHE... (SAAF-A3006).

The Sabres were all ex-USAF aircraft and were re-serialled from 601 upwards. The exact number delivered is not known, but serial No 613 had been recorded, making a total of at least thirteen aircraft. The accompanying listing shows that consecutive code letters run from A to P (totaling fifteen aircraft) with the letter 'I' not used. In addition, code 'W' has been reported.

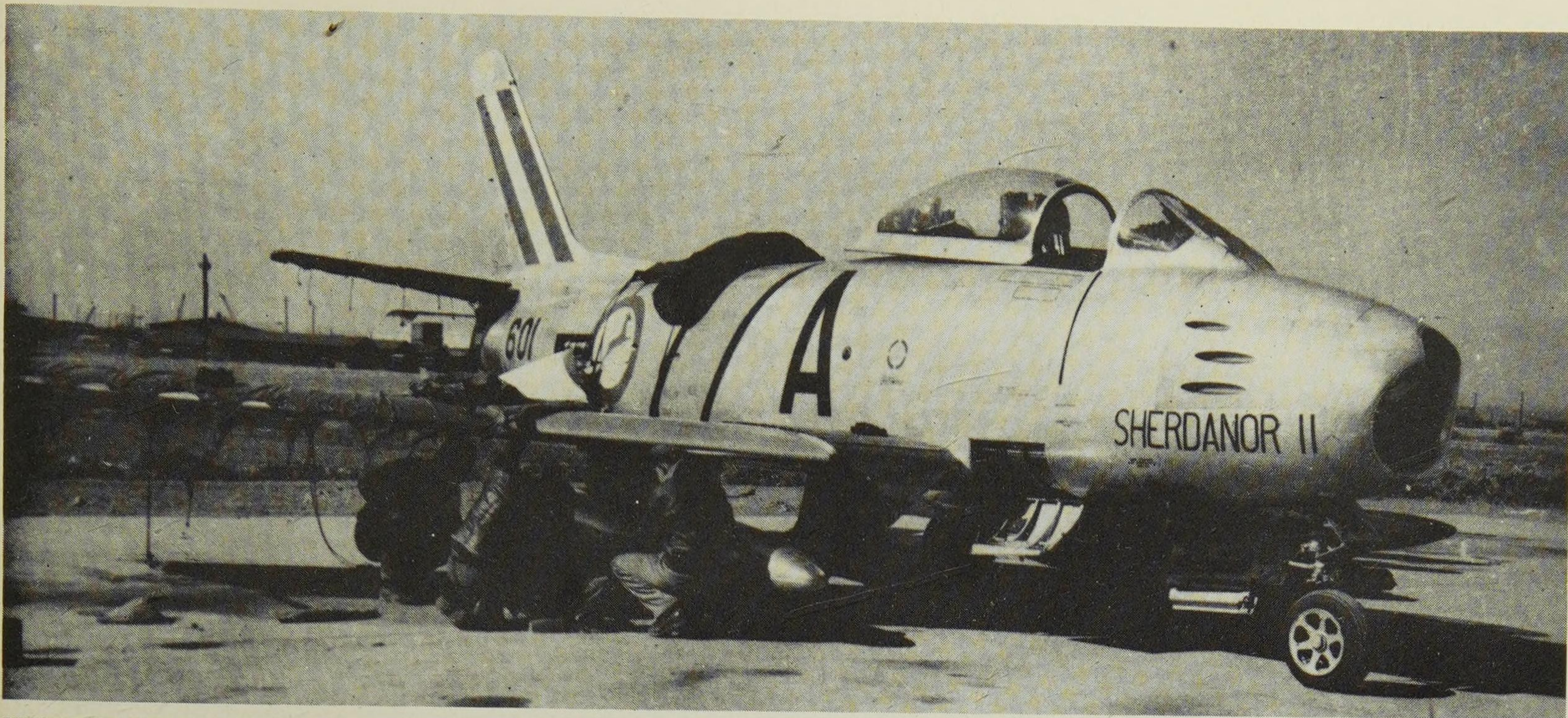
All the aircraft carried black-edged yellow fuselage and wingtip bands and an individual code letter. Most were named by their crew-members with such unusual names as 'Malobola', 'Black Dox', 'Kevric II', 'Monkey IV', 'Tomtit' and others.

Conversion training commenced and on March 16, 1953 the first operational mission was flown, this being the first time in the SAAF's history, that a jet aircraft had been used operationally.

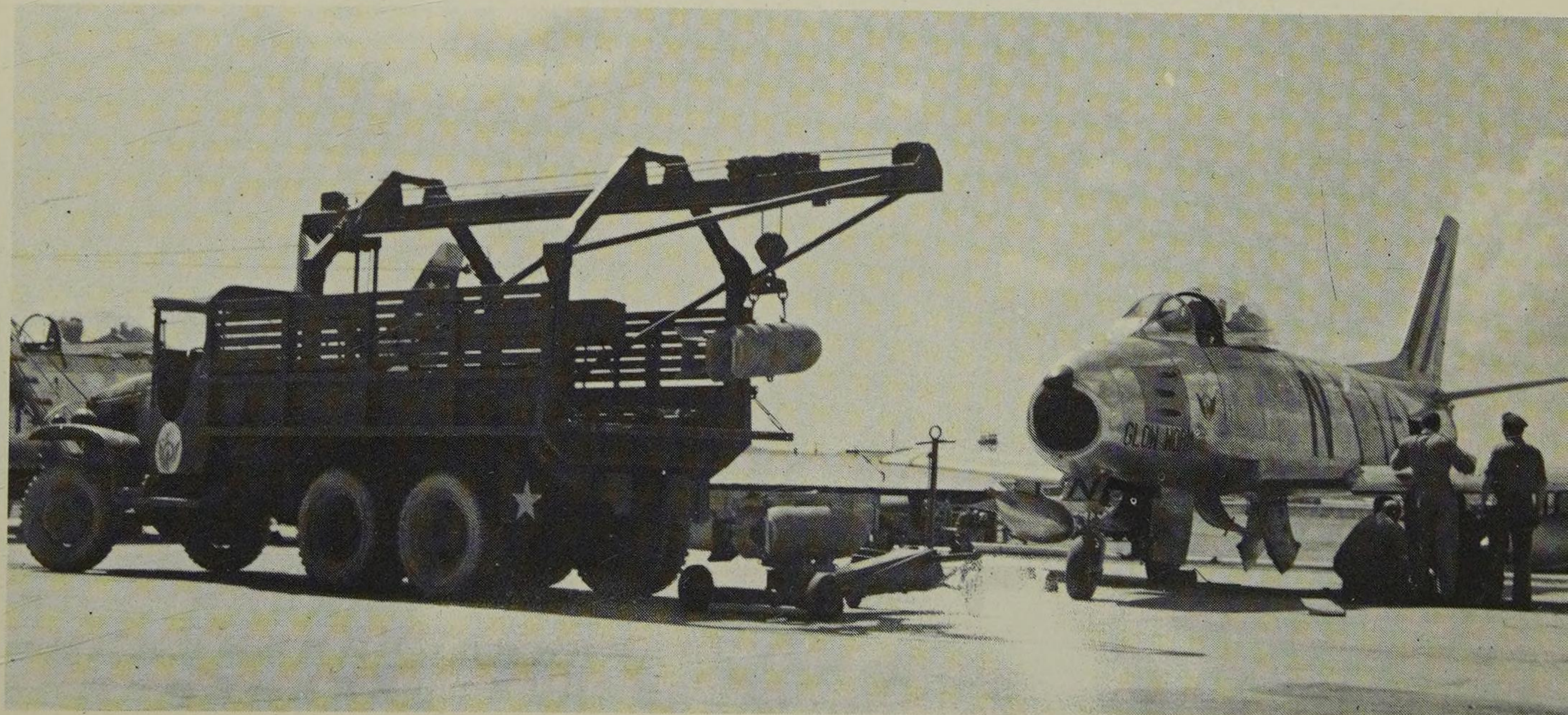
Fighter sweeps took place mainly over the Yalu and Chong-Chong rivers and, by the end of the war, sorties were flown for a loss of four aircraft, two of them to ground fire.

The squadron was awarded a Presidential Unit Citation for exceptionally meritorious conduct and had 'displayed such gallantry, determination and esprit de corps in accomplishing its mission under extremely difficult and hazardous conditions, as to set it apart and above other units participating in the same campaign'.

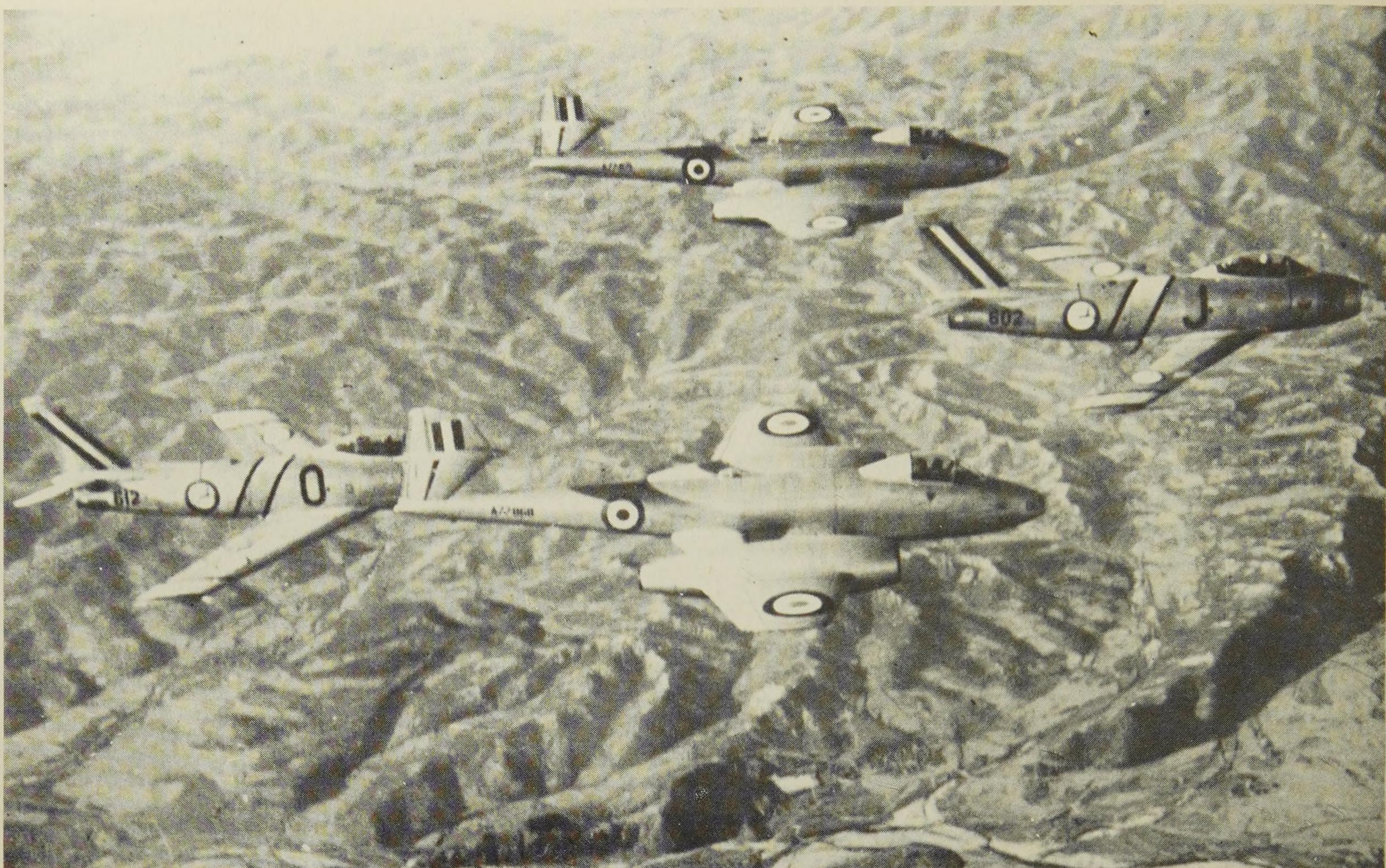
The remaining F-86F-30s were then returned to the USAF and the last members of 2 Sqn left for home on October 31, 1953, No 2 Sqn then re-equipped with Vampires but the



All photographs on these two pages
South African Air Force Official.



Above: No 607, coded 'D' and named Just Joan is well covered against the harsh Korean winter. Note how wing and tail leading edges are covered (SAAF-A3004). Right: No 610 'N' at dispersal shows code repeated on nosewheel door and replacement panel on tail fillet cutting off corner of fin flash. In foreground is bomb service truck version of the GMC 2½ ton 6×6; this suggests a 1:72 scale conversion using the Airfix 'Attack Force' 2½ ton truck as a basis, with Faller or Ptastruct girdering. Note squadron badge on cab (SAAF-A4056).



Above: SAAF Sabres 612 'O' and 602 'J' formate with RAAF Meteor F8s of No 77 Sqn RAAF, over typical Korean terrain (SAAF-B4203).
 Below: A maintenance scene which cries out for duplication in miniature, Aircraft is 609 which carried the name Malobola and the squadron badge in the usual position. The USAF jeep in use by the squadron carries a special equipment container, presumably with radar test gear, and there is a safety rail for the man working from the vehicle. Note squadron badge on container. For modellers, Hasagawa include a 1:72 scale jeep, suitable for conversion, in their AFV range (SAAF-A3064).

South African Air Force Official photographs.



need was felt for a more modern fighter to supersede these first generation jets.

During 1954 and 1955 the SAAF evaluated several types of aircraft but finally (probably in the light of previous experience) the choice fell on the Canadair CL-13B Sabre Mk 6. This Canadian version of the Sabre was a vastly improved version of the US F-86F and differed in many ways. Some 34 were ordered with serials from 350 to 383 to re-equip No 1 and 2 Squadrons. Blue code letters identified 1 Squadron and red, No 2. These were positioned on the fuselage sides, on top behind the cockpit and below, in between the wing leading edges. Serial numbers and roundels appeared in the standard positions, and the Korean-type fin flashes re-appeared.

In February, 1956 Captain Larry Eager, Captain Ronnie Nienaber, Lieutenant Edwin Pienaar and one other pilot were sent over to Canada on a Sabre conversion course.

They were attached to the RCAF at Chatham in New Brunswick.

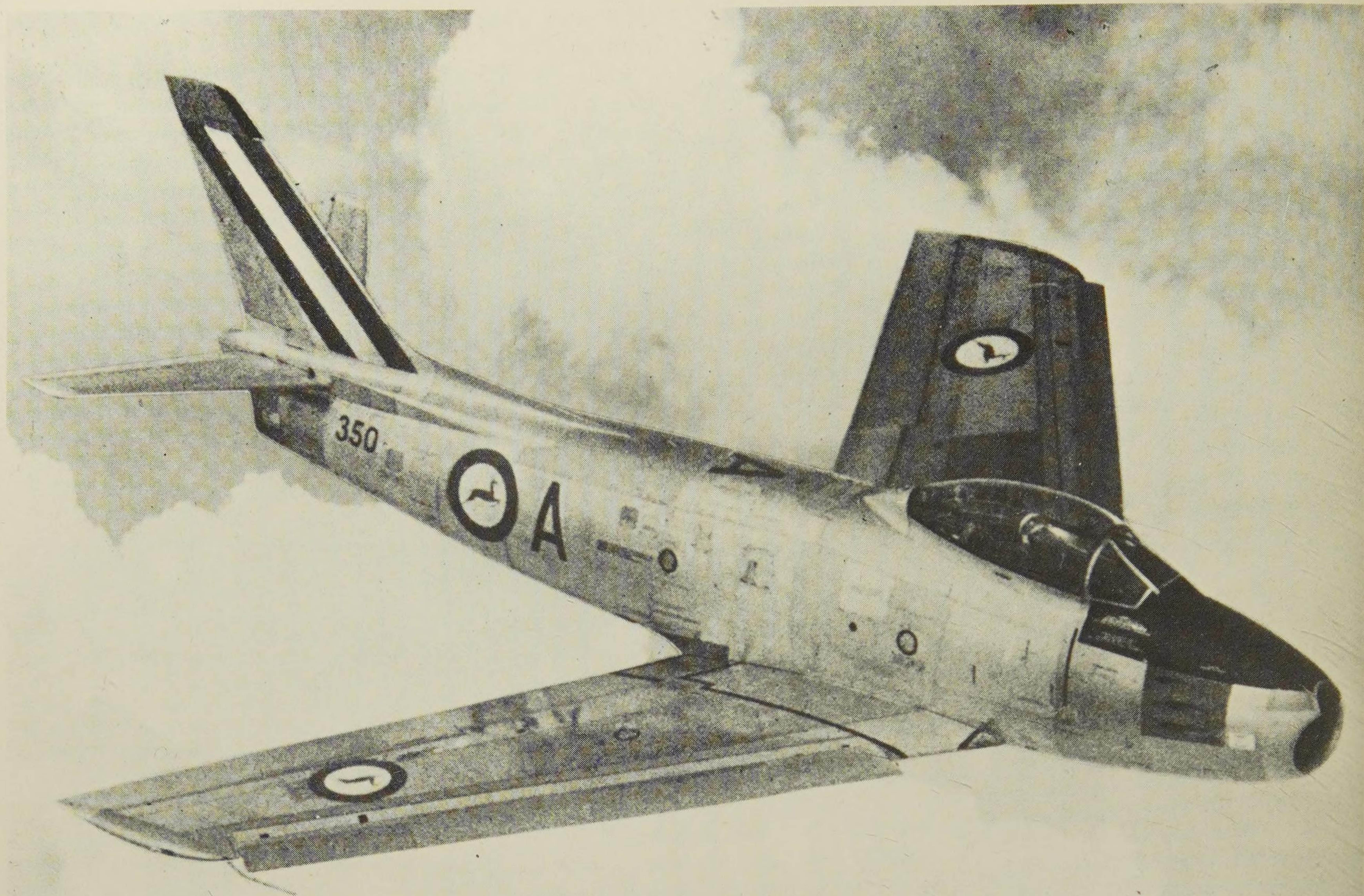
After test flying at the factory, the aircraft were dismantled and shipped to South Africa where they were re-assembled at No 1 Air Depot. Test flying commenced on the September 4, 1956, watched by the Air Chief of Staff and other high-ranking officers. The first aircraft flown was No 350, 'A', of 1 Squadron piloted by Captain Larry Eager. Another of the four aircraft was piloted by Lieutenant Ed Pienaar, later to command No 2 Squadron.

Soon after this, a Sabre piloted by Captain Nienaber broke the record from Cape Town to Pretoria and set a new time of 1 hour 17 minutes for the trip. By 1959, bands in the squadron colours of either black-edged red, or orange-edged blue were added, complemented by similarly-coloured wing and tail tips and drop-tank flashes. Some 2 Squadron aircraft sported small squadron badges under the cockpits.

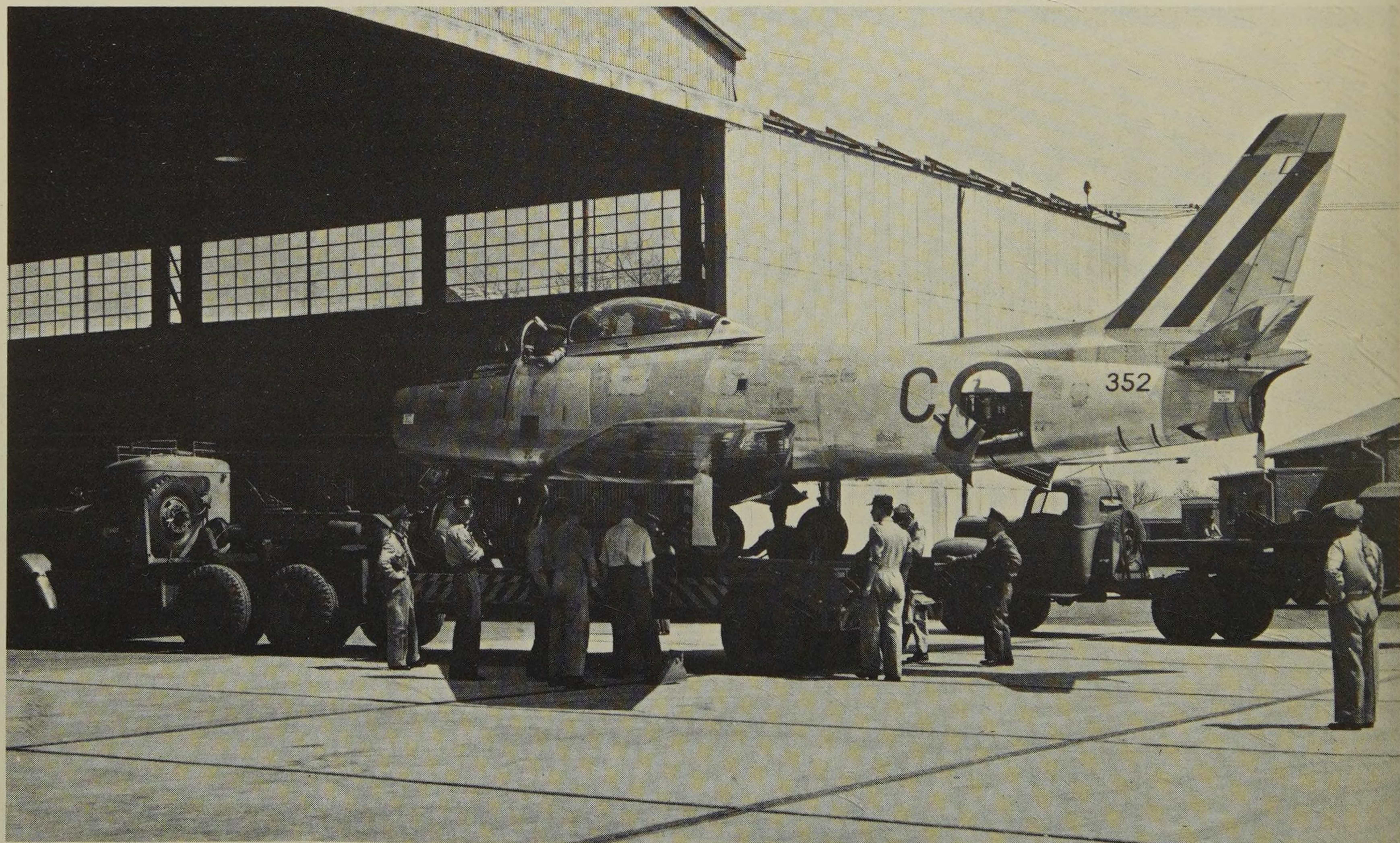


Above and Right: No 353, one of the first Canadair Sabre 6s delivered, shown in early days of service in 1956. The number on the nose, soon obliterated, was the constructor's number, not a serial. Some of the extensive maintenance stencilling can be seen in close-up. Details of canopy ejection were carried in white lettering on a red panel just below the windscreen, and on top of the anti-glare panel, common to all SAAF Sabres to date (SAAF-A5647/A5650).





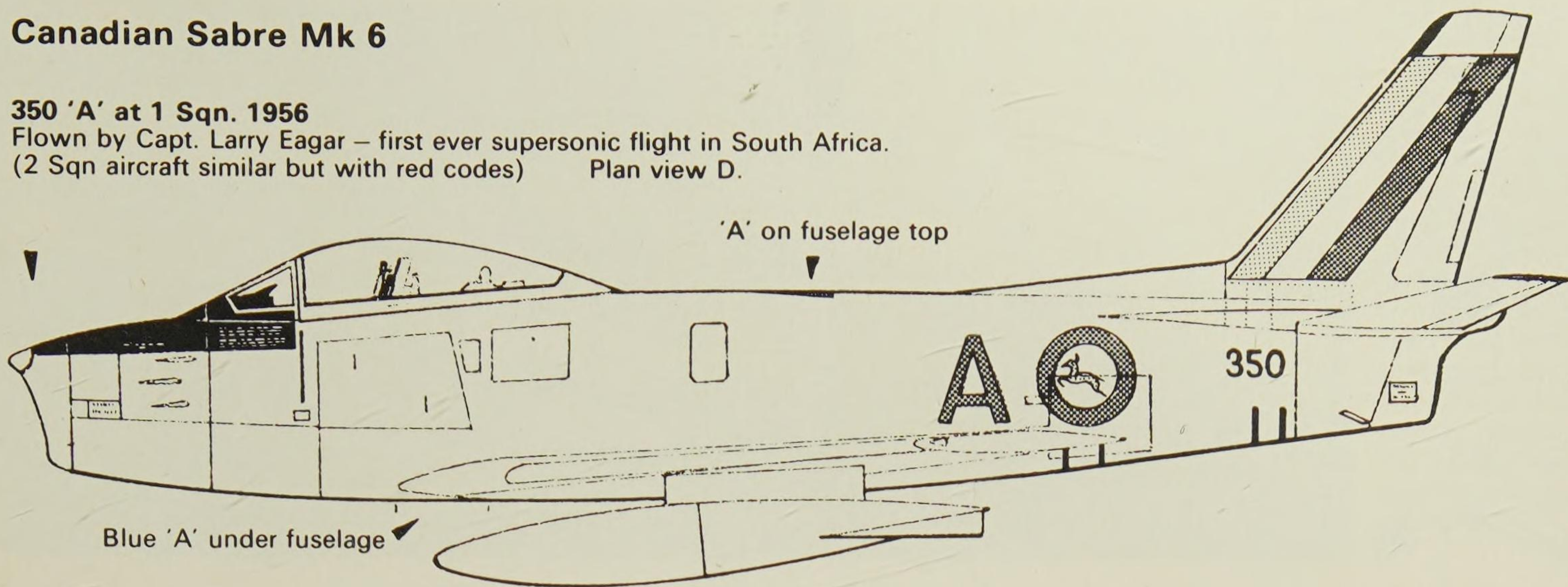
Above: Fine flying view shows No 350 'A' of No 1 Sqn when new in 1956. Note the wing walk areas, the contrasting textures of the natural metal body panels and the same red canopy ejection panel as previously shown. It was painted each side below the windscreen (SAAF-B4648). Below: 'We made it straight from the kit'; this brand new Sabre 6, 352 'C' of No 2 Sqn immediately after assembly from crated parts at No 1 Air Depot. It is being moved out of the hangar on a tank transporter ready for engine and systems test in 1956 (SAAF-A5545).



Canadian Sabre Mk 6

350 'A' at 1 Sqn, 1956

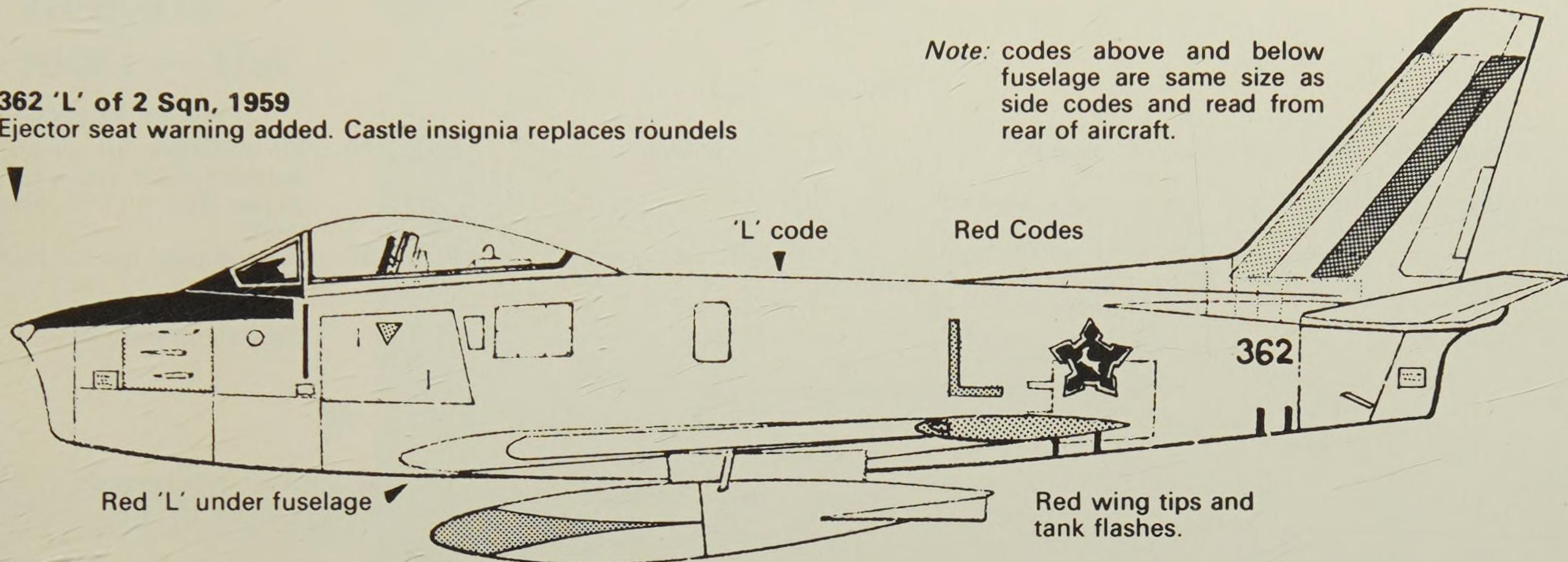
Flown by Capt. Larry Eagar – first ever supersonic flight in South Africa.
(2 Sqn aircraft similar but with red codes) Plan view D.



362 'L' of 2 Sqn, 1959

Ejector seat warning added. Castle insignia replaces roundels

Note: codes above and below fuselage are same size as side codes and read from rear of aircraft.

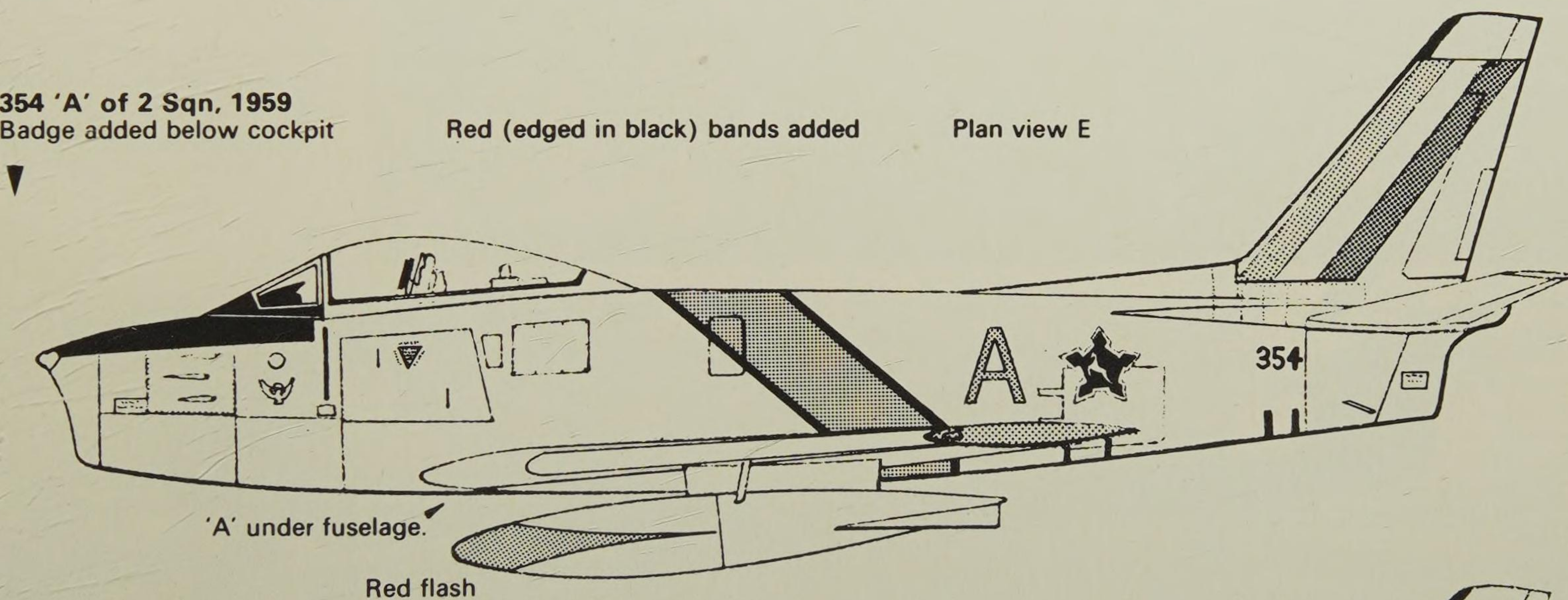


354 'A' of 2 Sqn, 1959

Badge added below cockpit

Red (edged in black) bands added

Plan view E

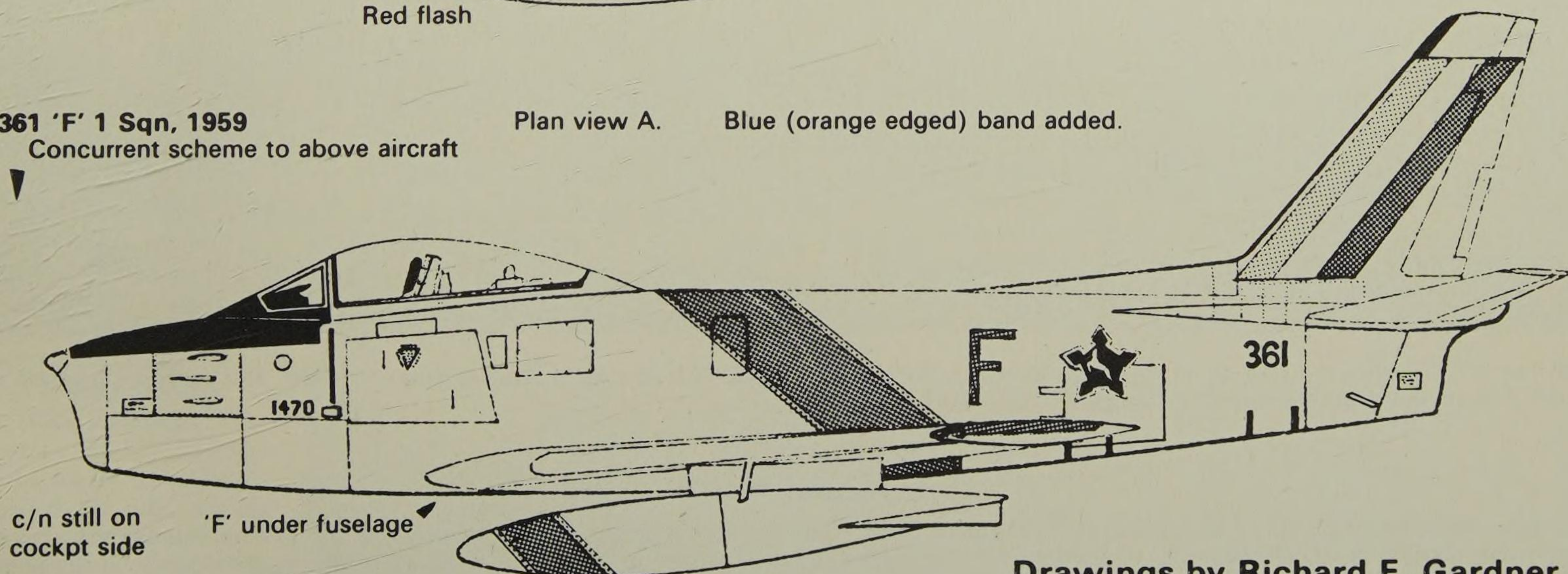


361 'F' 1 Sqn, 1959

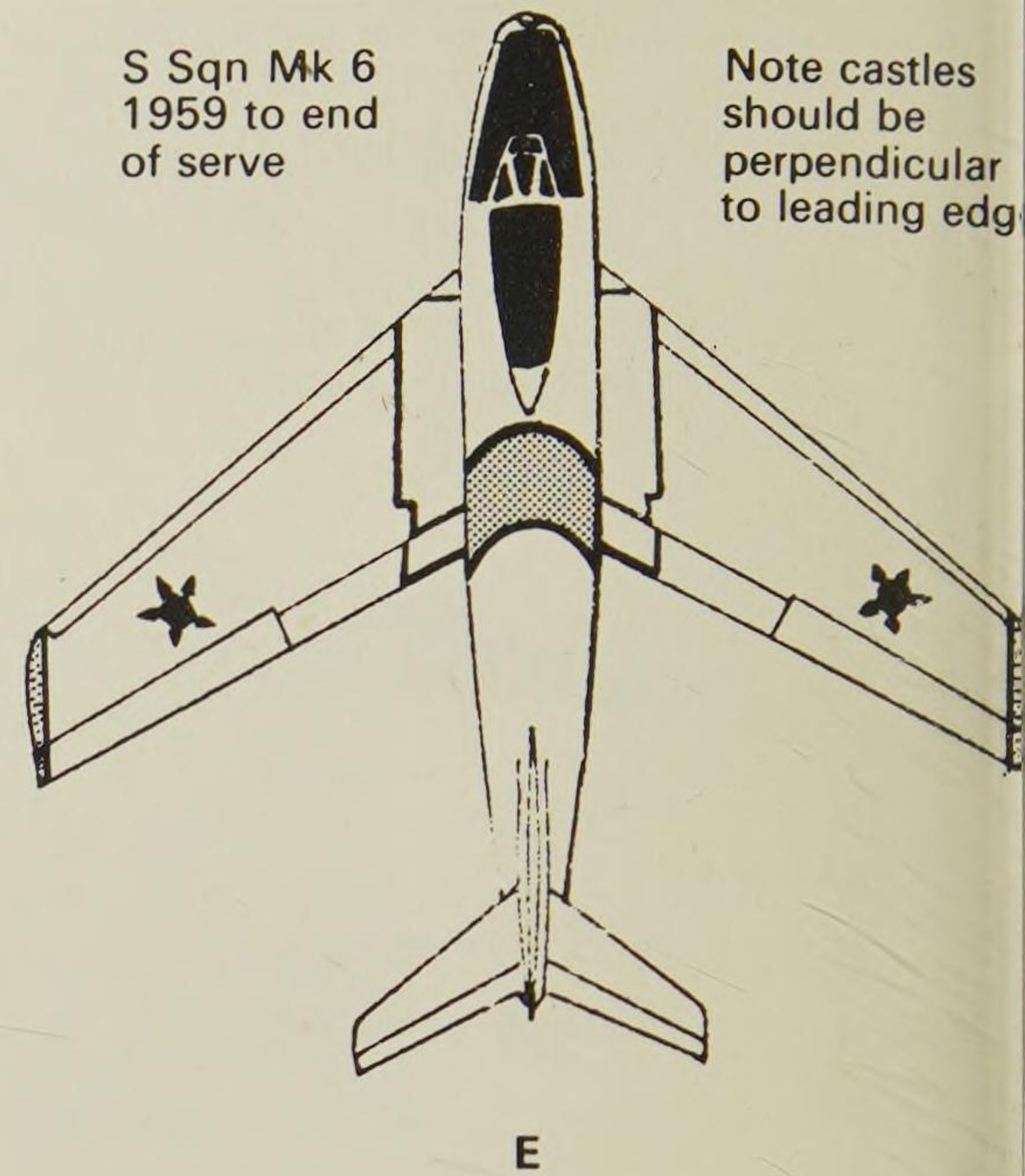
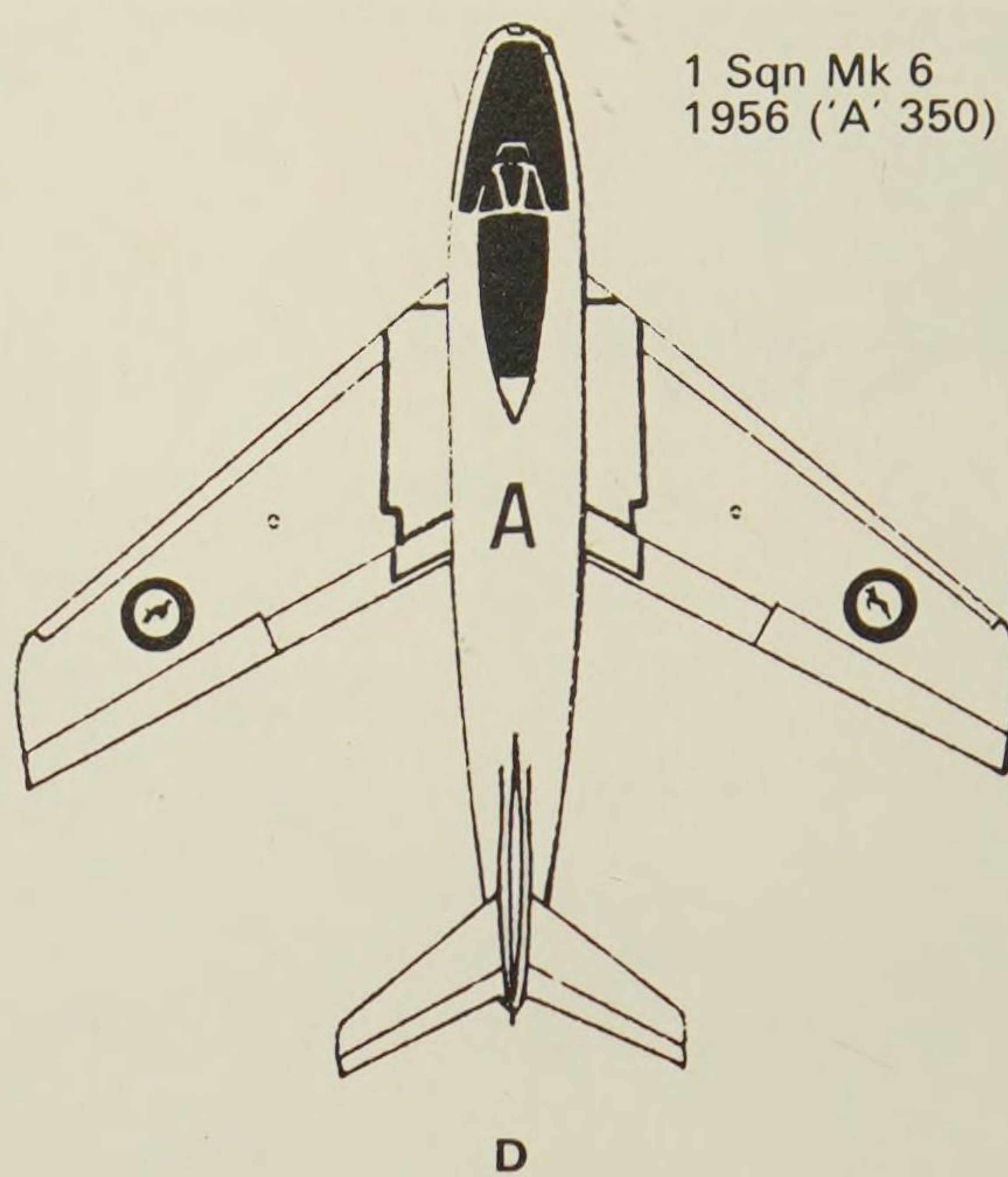
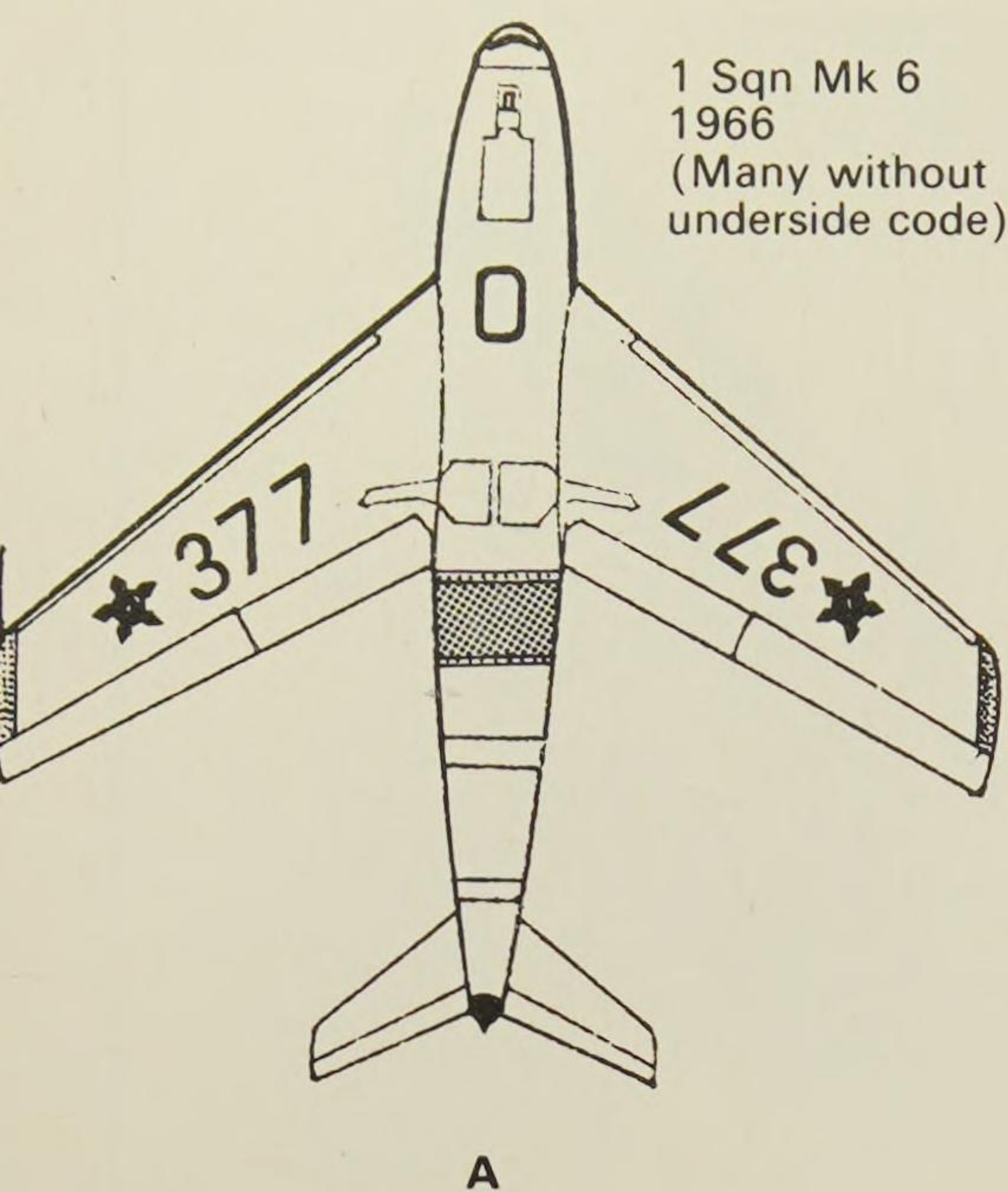
Concurrent scheme to above aircraft

Plan view A.

Blue (orange edged) band added.



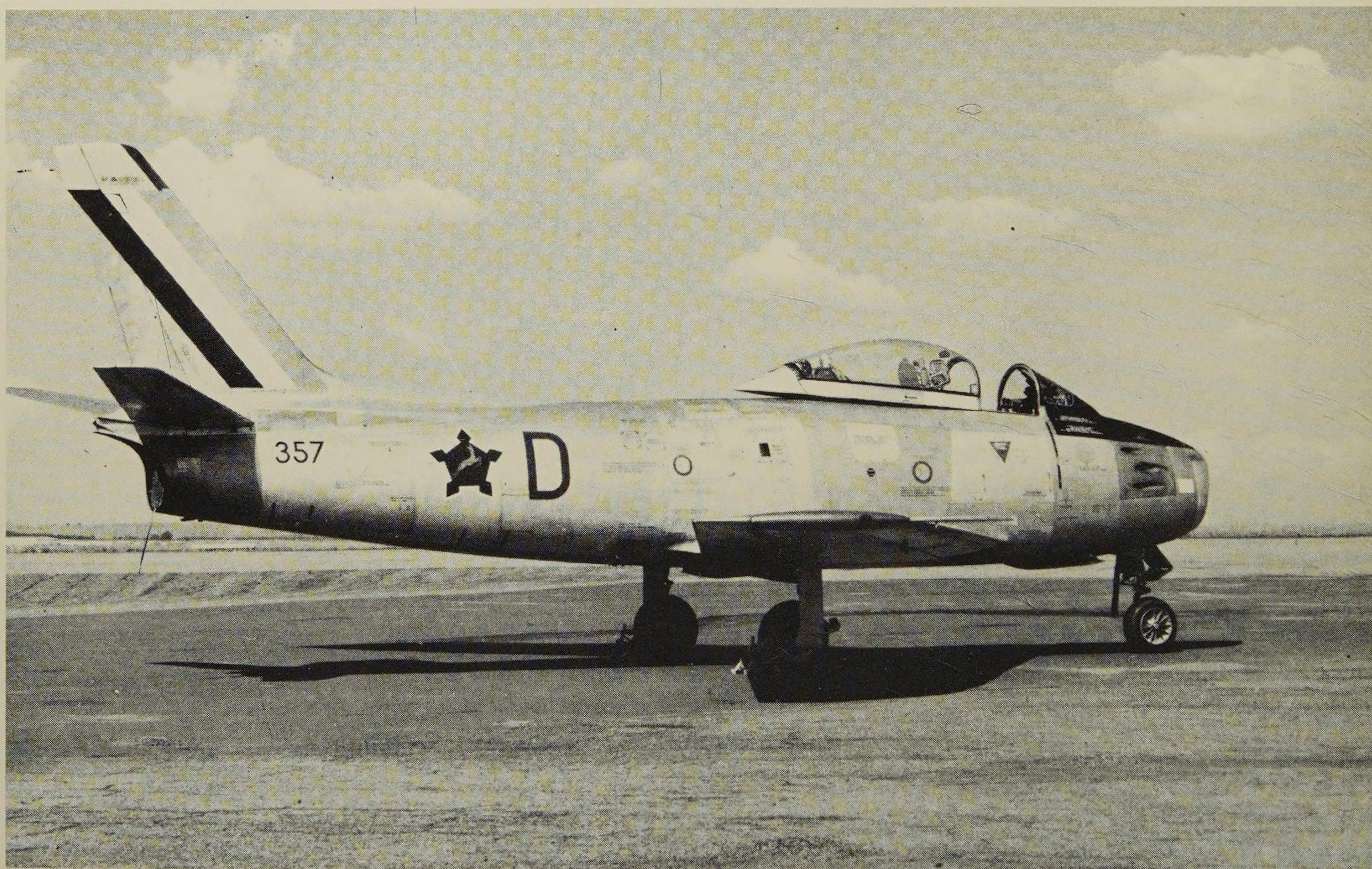
Drawings by Richard E. Gardner



Colour Shades

Gloss Aircraft Blue	BSC 108	Castles, roundels, bands, and codes.	Gloss Sky	BSC 210	Fin and nose tips on recent aircraft (shade varied to almost BSC 111 on some aircraft).
Gloss Post Office Red	BSC 538	Bands, codes, some stencilling.	Matt Sky	BSC 637	Fin and nose tips on earlier aircraft.
Gloss Orange	—	Fin flashes (fades or discolours to brownish shade).	Matt Black	—	Anti-dazzle panels.
Gloss Int. Orange	BSC 592	More recent fin flashes (some almost red in shade).	Gloss Black	—	Serials and stencilling.

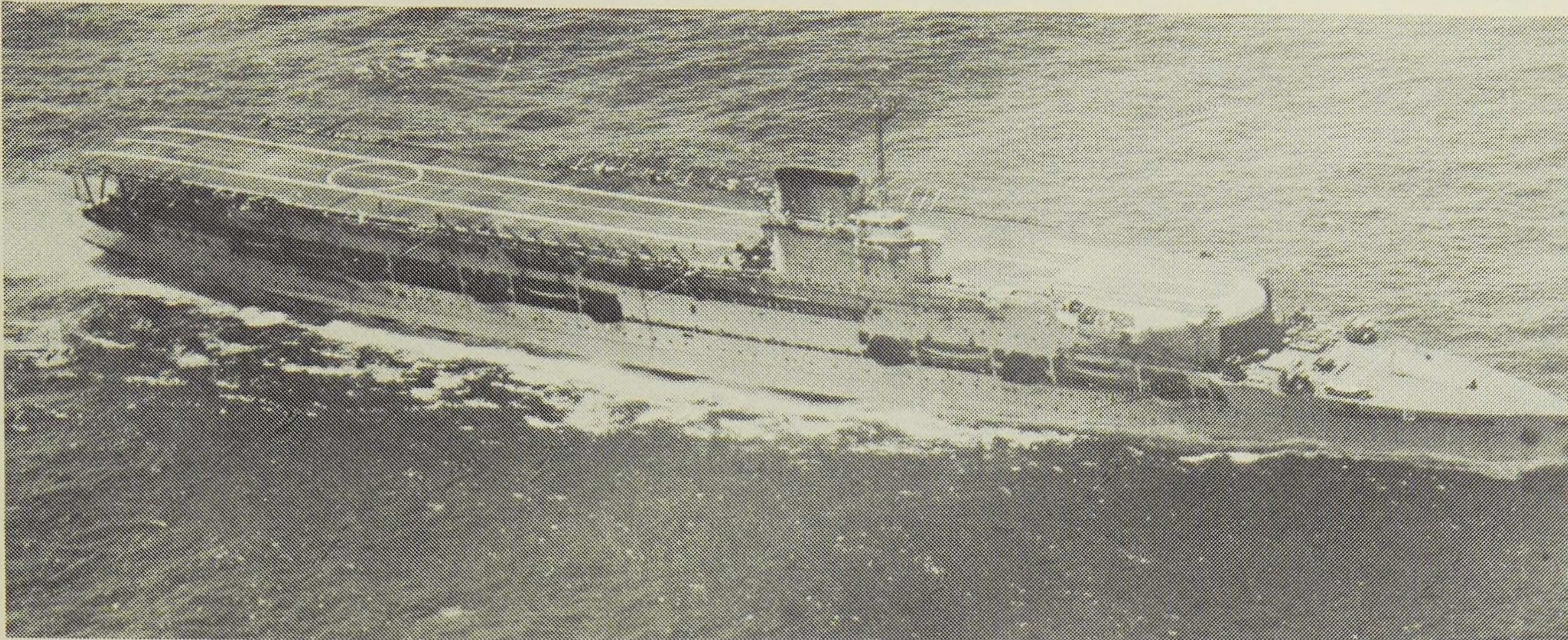
For original F-86F Korean War colour scheme see illustrations on back cover.



Aircraft No 357 'D' after the change of markings to the current 'castle' style. This is a No 1 Sqn machine in 1959. The wingtips became blue at this time. Stencil markings remained unchanged (SAAF-A6174).

Model Notes

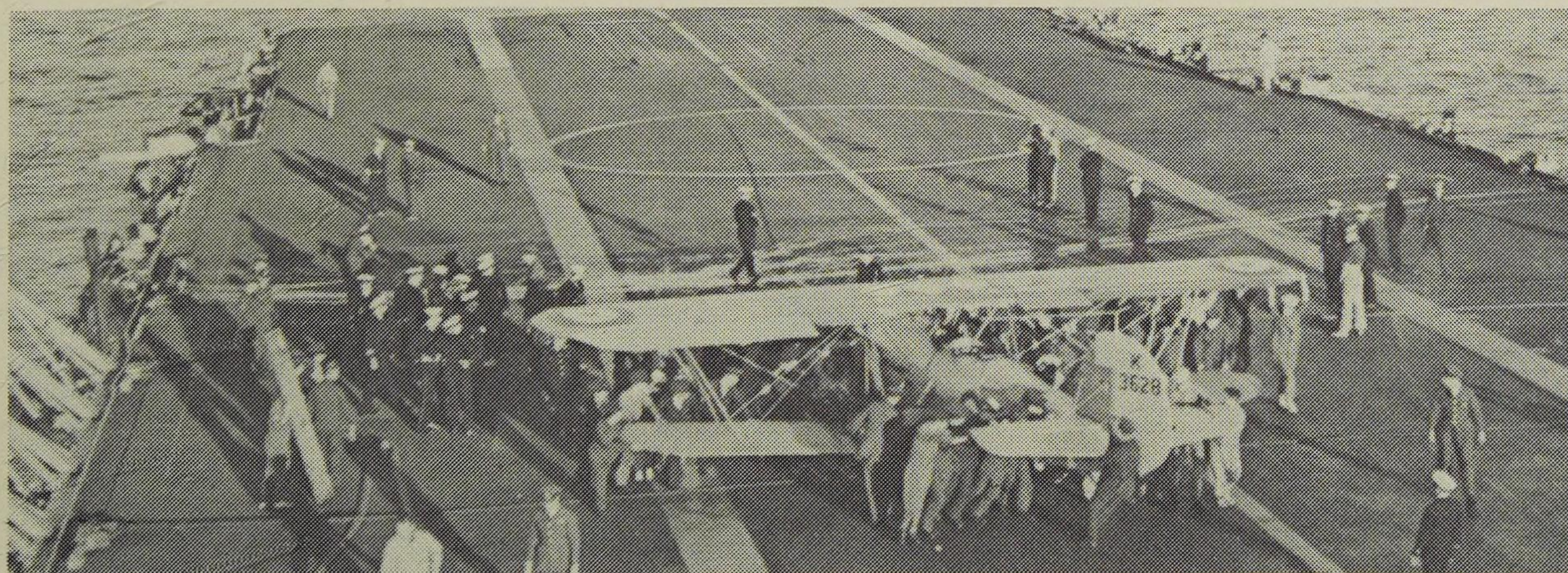
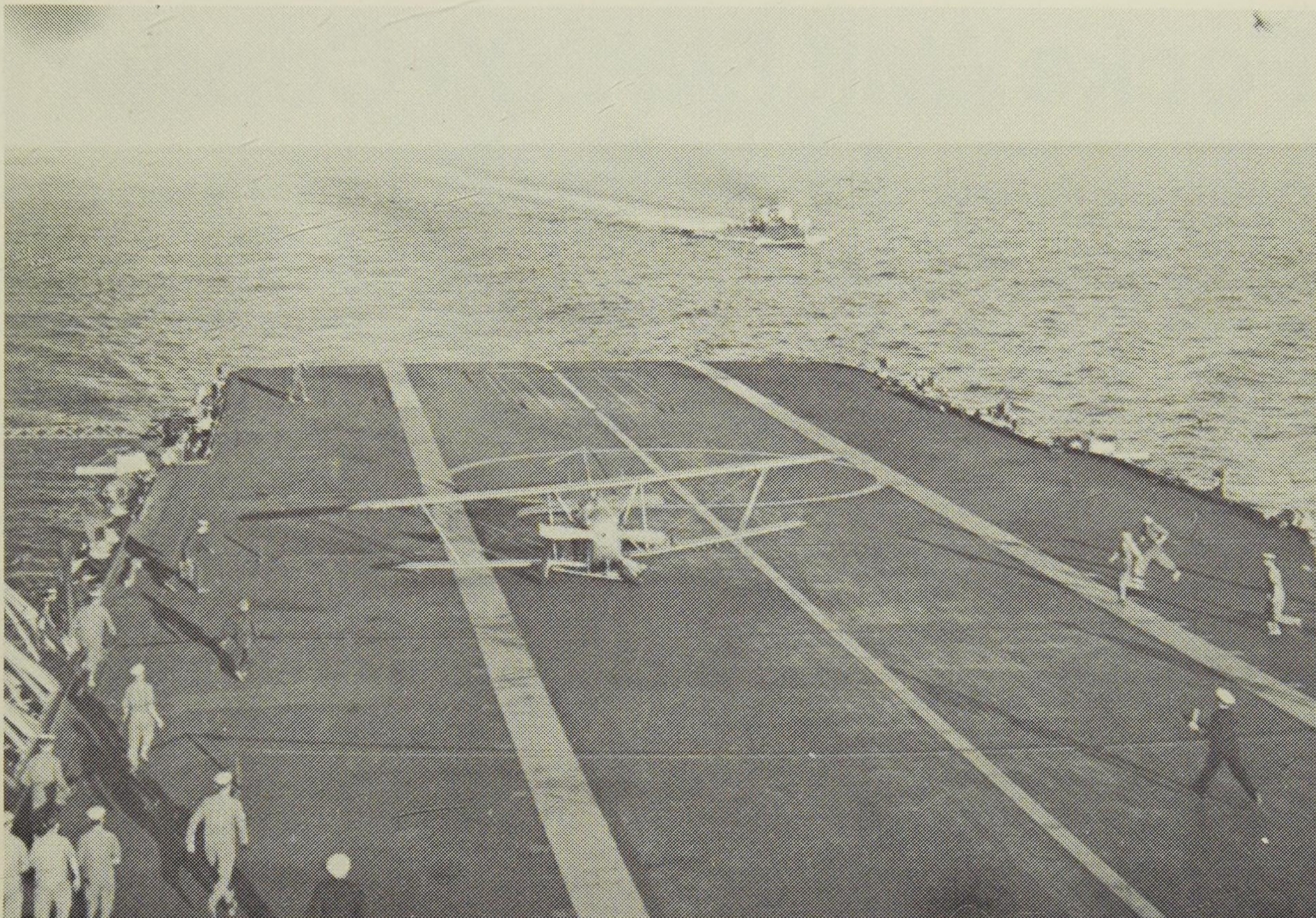
For the modeller, depicting a SAAF Sabre is little more than a repaint job, the only major task being to procure or make up suitable marking decals. In 1:100 scale there is an excellent F-86F by Tamiya, and the same type is produced in both 1:72 and 1:32 scales by Hasagawa. In the latter case a set of SAAF decals is included in the kit as an alternative. In 1:72 scale or 1:100 scale it will be necessary to find roundel or castle decals from existing sheets of suitable size, or paint by hand, or modify RAF decals for the 'springbok' type marking by repainting the centre.



HMS 'Glorious' steams through a calm Mediterranean in the mid-1930s, at the time when the pictures below were taken. The old battle cruiser lines of the ship are clearly shown at the bow. Aircraft could be launched through the open front of the hanger and along the short foredeck in the original conception but this was rarely, if ever, done by the 1930s.

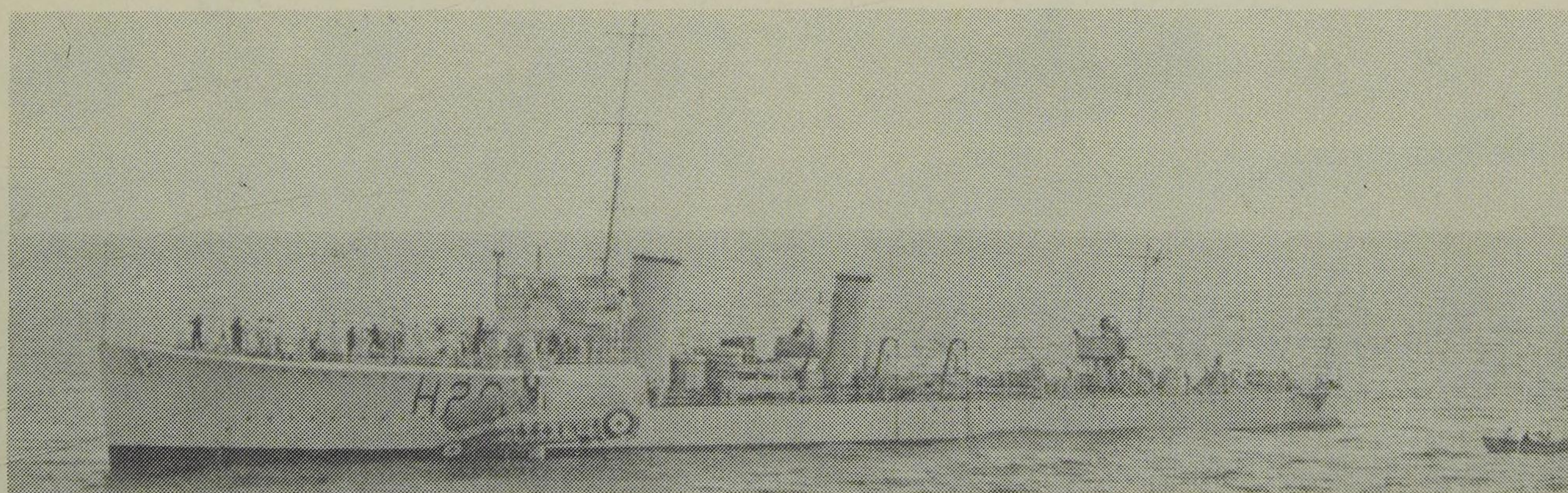
Home to roost — the hard way!

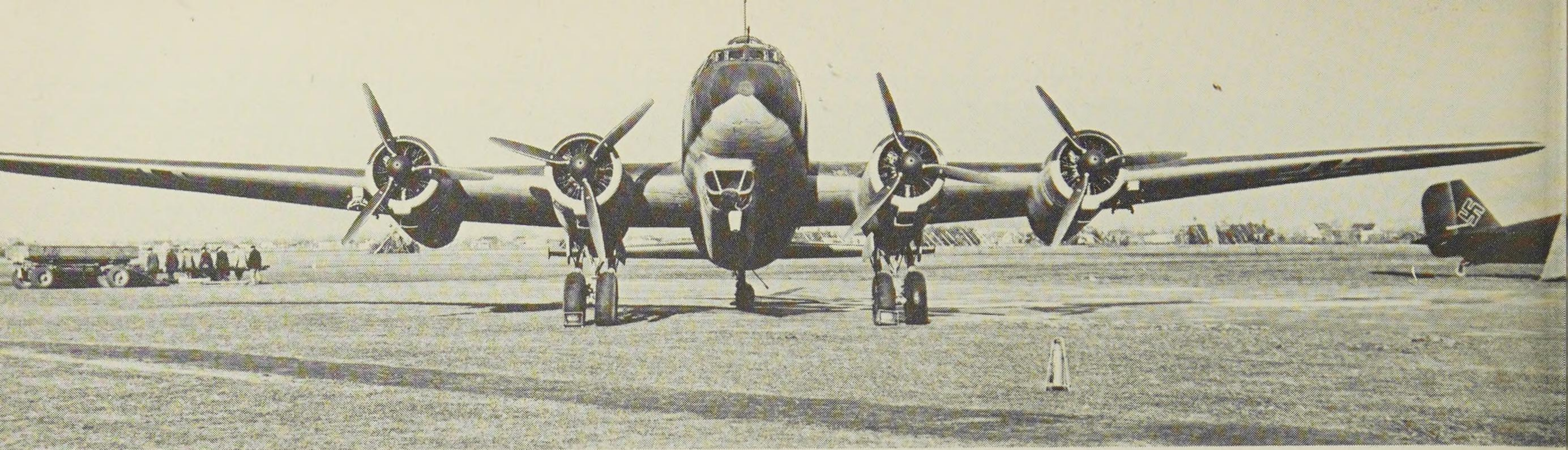
How not to do it! Hawker Osprey III K3628, loses its undercarriage in a too-low approach, and the aircraft goes into a short belly slide as the deck crew run forward, quite a leisurely procedure at the slow approach speeds of forty years ago. Note second aircraft on approach which will now be waved off.



A few minutes later all hands in the deck party hustle the wreckage away to the port side to clear the deck for the next aircraft. A member of the fire party moves the hose clear having doused the engine as a precaution against fire which consumed these aircraft in about two minutes. Flight deck discipline was less harsh than today; 'goofers' take a very close look at activities.

Before the days of the SAR helicopter 'planeguard' duties were undertaken by an escorting destroyer which took station on the carrier's port quarter during 'Flying Stations.' Here HMS 'Sardonyx' recovers a ditched 800 Sqn Nimrod while the seaboat returns to the ship with the pilot (all pictures via R.W. Firth)





Les Whitehouse

This Fw 200 C-1, BS + AJ, illustrates the nose camouflage demarcation line and inconsistencies caused by spraying the nose cone before fitting it to the aircraft.

Focke Wulf FW200 Condor colours

CONCEIVED as a long range transport, the Focke Wulf 200 did not conform to general RLM ideas regarding the design of bomber aircraft. However, at the beginning of the Second World War, Germany was placed in the unenviable position of being without a service aircraft suitable for maritime patrol and bombing work. The Heinkel He 177 was being developed for this role, but it was obvious that this type would not be available until 1942. The only solution was to modify the most suitable design available and to do so as soon as possible. There were only two contenders for the role, these being the Focke Wulf Fw 200 and the Junkers Ju 90. Since only two machines of the Junkers design had flown, and extensive modifications would be called for on this type anyway, the Fw 200 became the only logical choice.

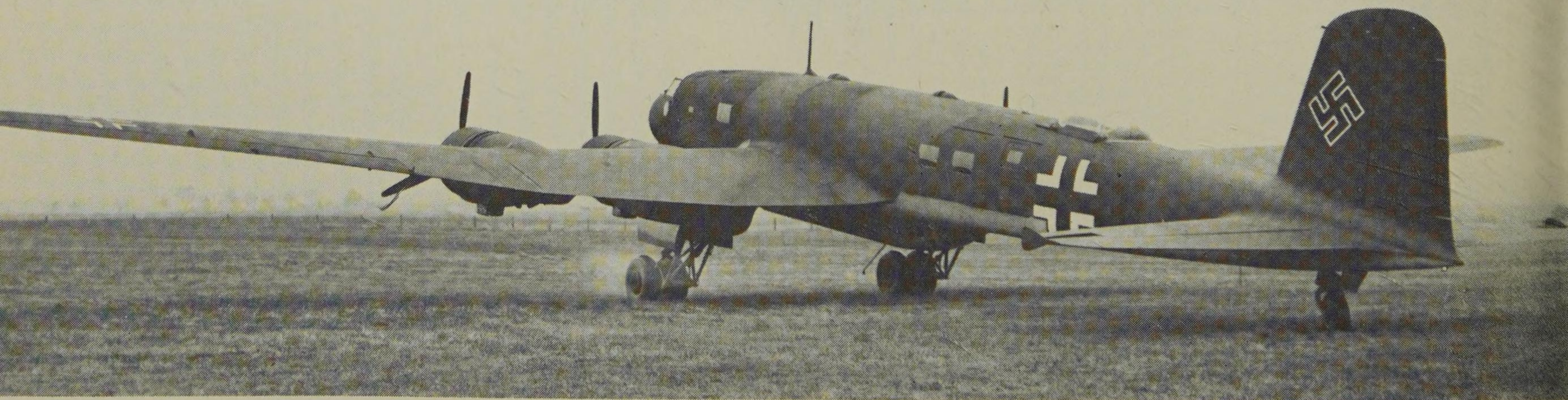
A few civil aircraft had already been modified as B-O transports and had been camouflaged in the recommended colours of Schwarzgrün 70 and Dunkelgrün 71 upper surfaces and Hellblau 65 undersides. The style used was the standard

Typical delivery markings on a C-3/U1 coded KE + ID show the tone difference between greens 72 and 73 when viewed at close quarters. The HDL 151 turret carried by this aircraft has been censored on the photograph.

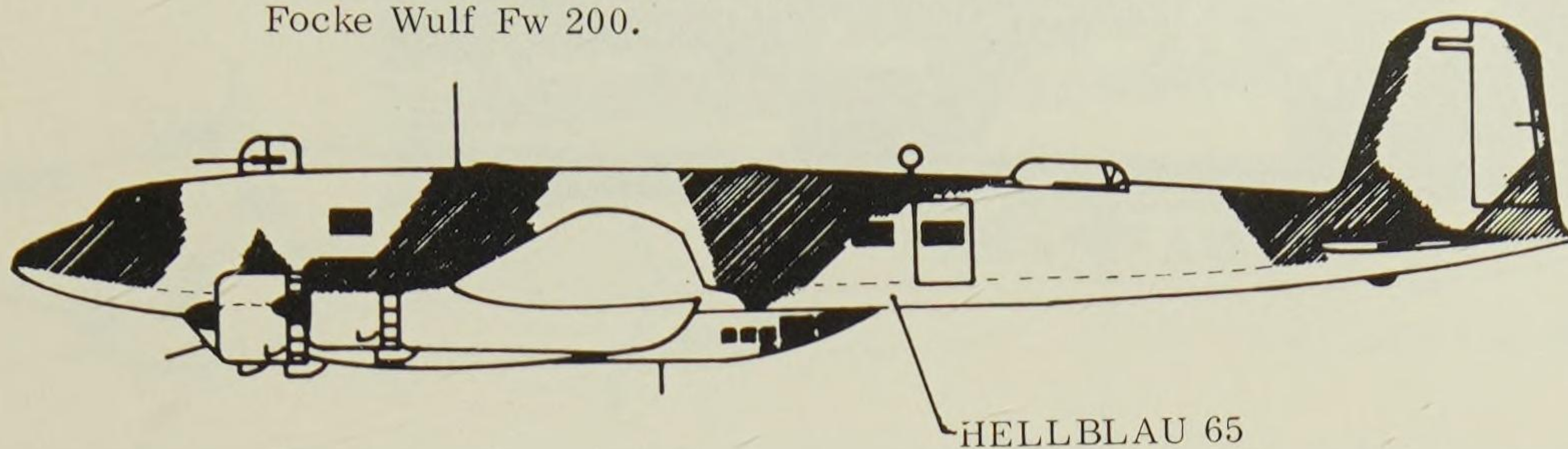
Luftwaffe 'splinter' arrangement, but no drawings or information was available to define the colour areas so these were determined on the production line as the hurriedly converted machines were sprayed.

The first true military machines on the production line, designated as C-O pre-production aircraft, were again finished to general RLM rules regarding colours for bomber and transport aircraft. By this time however a decision was available for the definition of the colour areas and the boundaries were taken as those defined by the Official RLM drawing on which the pattern for bomber types was worked out. When the B-Os were on the line there had been no time to follow this document fully. For some reason, however, the 35 degree tangent rule for the division of the upper and lower surface colours was only applied to the wings, and the fuselage demarcation line was quite high up the fuselage sides as shown on the main drawing.

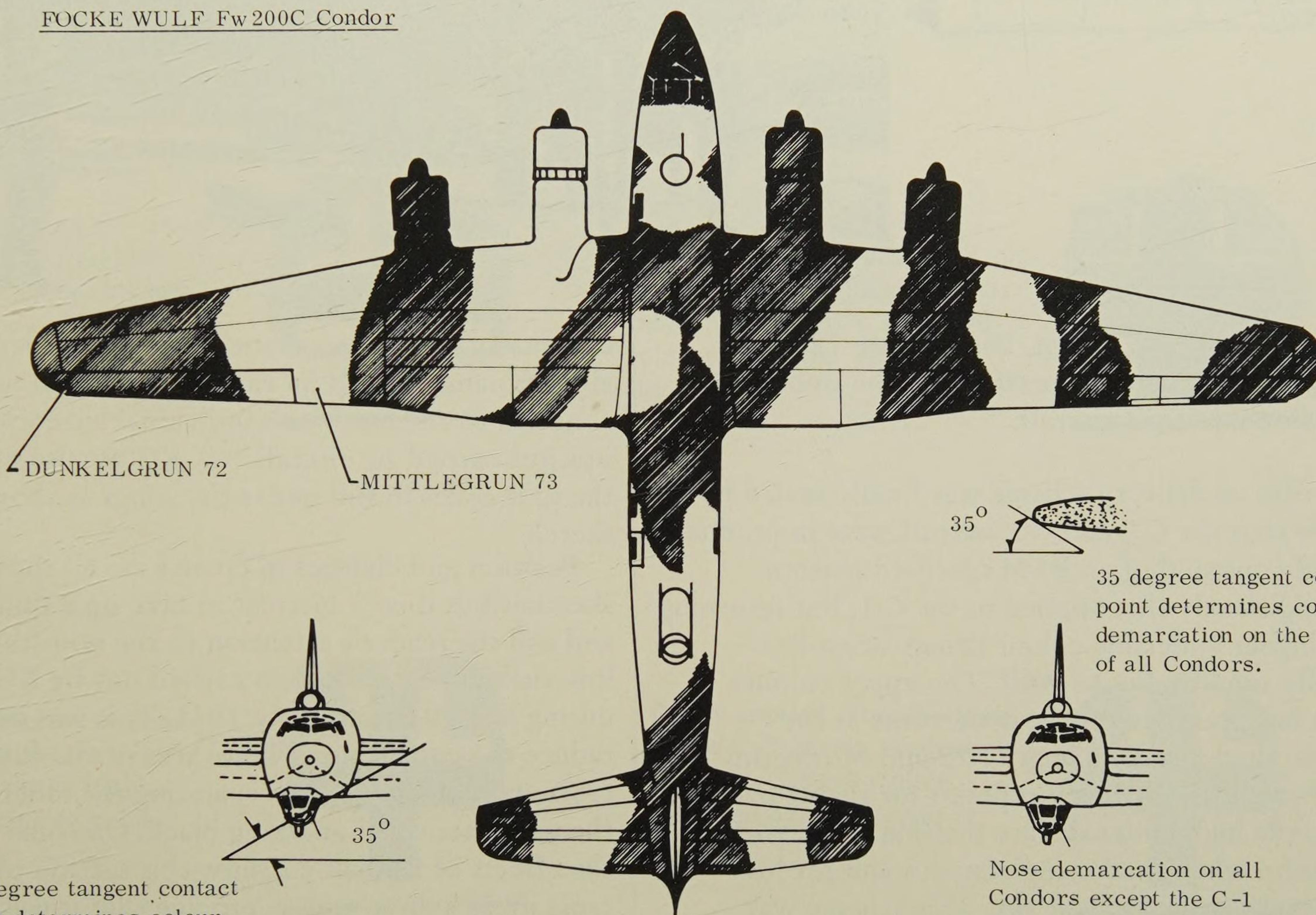
The fuselage demarcation was amended by the time the C-1 was introduced on the production lines and the fuselage of this type conformed to a 35 degree tangent for colour division. Even at this stage a number of C-1 aircraft were still being delivered in upper surface colours of Schwarzgrün 70 and Dunkelgrün 71



High underside demarcation line applied to all machines except the C-1 variants conforming to the eventual official D. Luft. T. 2200. for the Focke Wulf Fw 200.



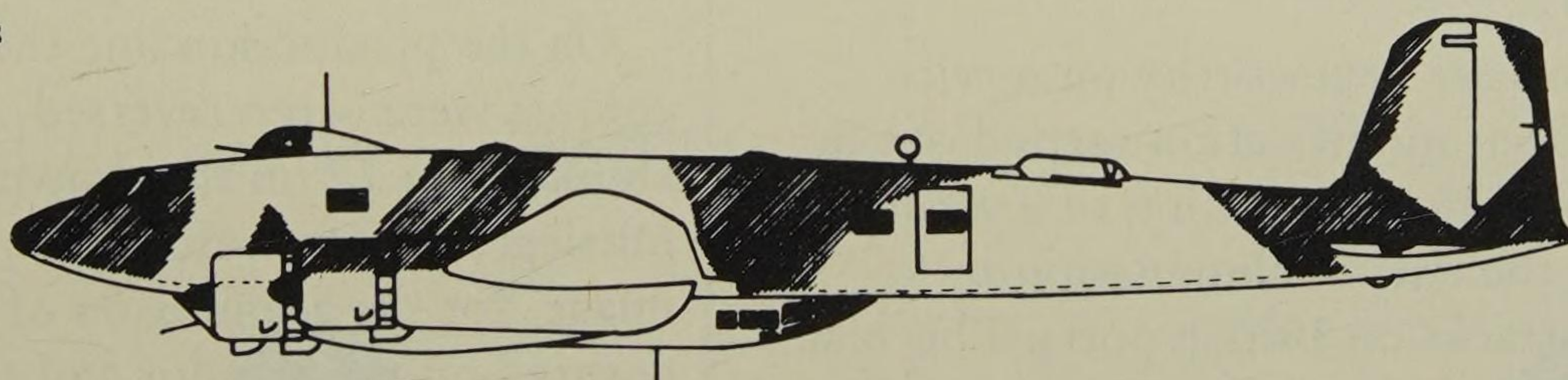
FOCKE WULF Fw 200C Condor



35 degree tangent contact point determines colour demarcation on the wings of all Condors.

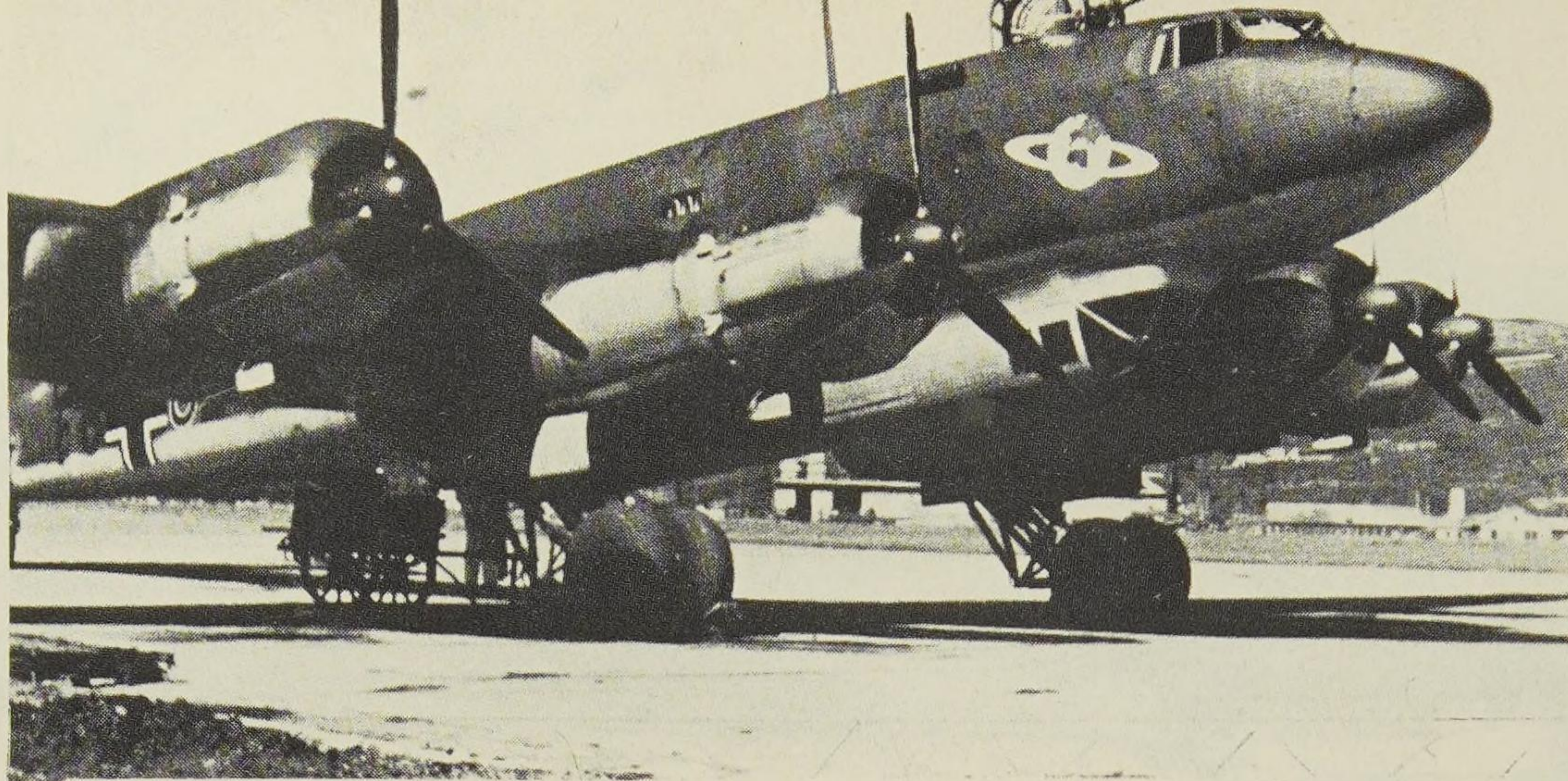
35 degree tangent contact point determines colour demarcation on the fuselage of C-1 Condors only.

Nose demarcation on all Condors except the C-1



Lower undersurface demarcation line common to C-1 machines and conforming to general rules governing the determination of such lines on all German aircraft.

*Drawn by
Dicky Mint*



C-3/U1, F8 + G1, carries the low visibility cross applied by KG 40 during 1941. Note also the 'World in a Ring' unit emblem.

This C-3 carries a world without the ring - which was also fairly common. Note also the practice of applying the full aircraft code number under the wings, reading from starboard to port (individual letter 'C' in the third position). During 1941 this letter was frequently applied in the Staffel colour (Hans Obert).



although two special shades, Dunkelgrün 72 and Mittelgrün 73, had been specified for the upper surfaces on maritime aircraft.

The official delivery scheme was finally sealed by the time that the C-2 and C-3 aircraft were in production and consisted of an RLM specified pattern following closely that applied to the C-1, but returning to the higher underside colour demarcation line originally used by Focke Wulf. The upper colours were at last specified on the documents as the maritime shades of Dunkelgrün 72 and Mittelgrün 73. The scheme was obviously superior for flights over the sea, the high under surface division being particularly useful when shadowing convoys and for low level attacks against a light sky. This scheme was applied to all subsequent aircraft built.

A number of details are noteworthy on service Condors. One important modification carried out in 1940, for example, was the application of a washable distemper to reduce the risk of illumination by searchlights during attacks on British ports. This black distemper was Flieglack 7120, Colour 22 – the official application method being ignored in favour of a straight application of the washable top coat over the standard Hellblau 65 underside colour. This colour was carried for a few days only.

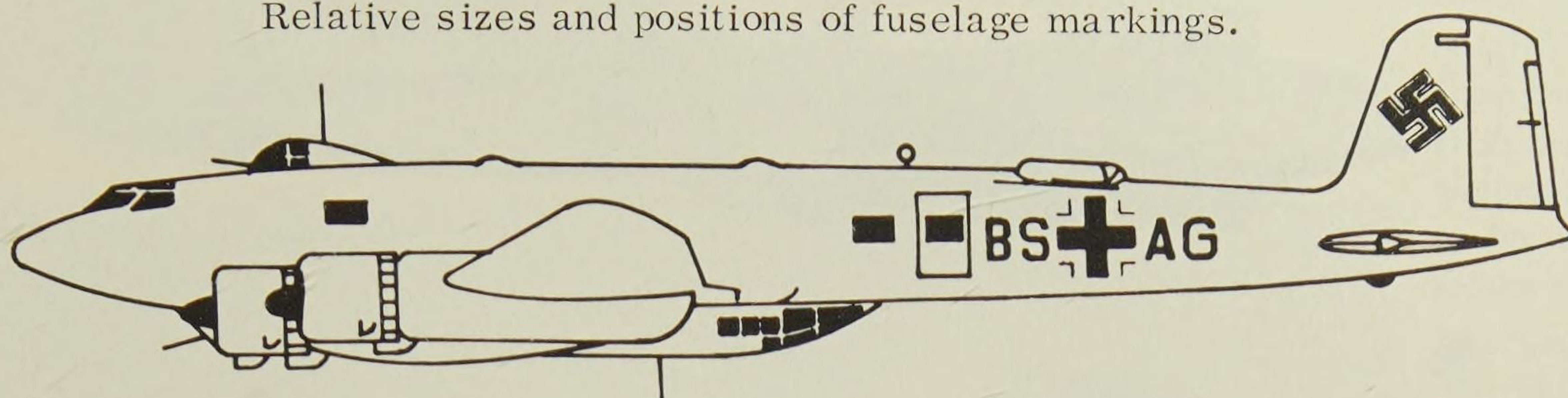
Mission markings shown in the sketches are self

explanatory. It is important to note however that the aircraft name carried on early Condors did not conform to the machine's individual letter, ie, 'Wega' was not carried by aircraft 'W'. KG 40 also applied the unit codes in full under the wings as shown in the sketch.

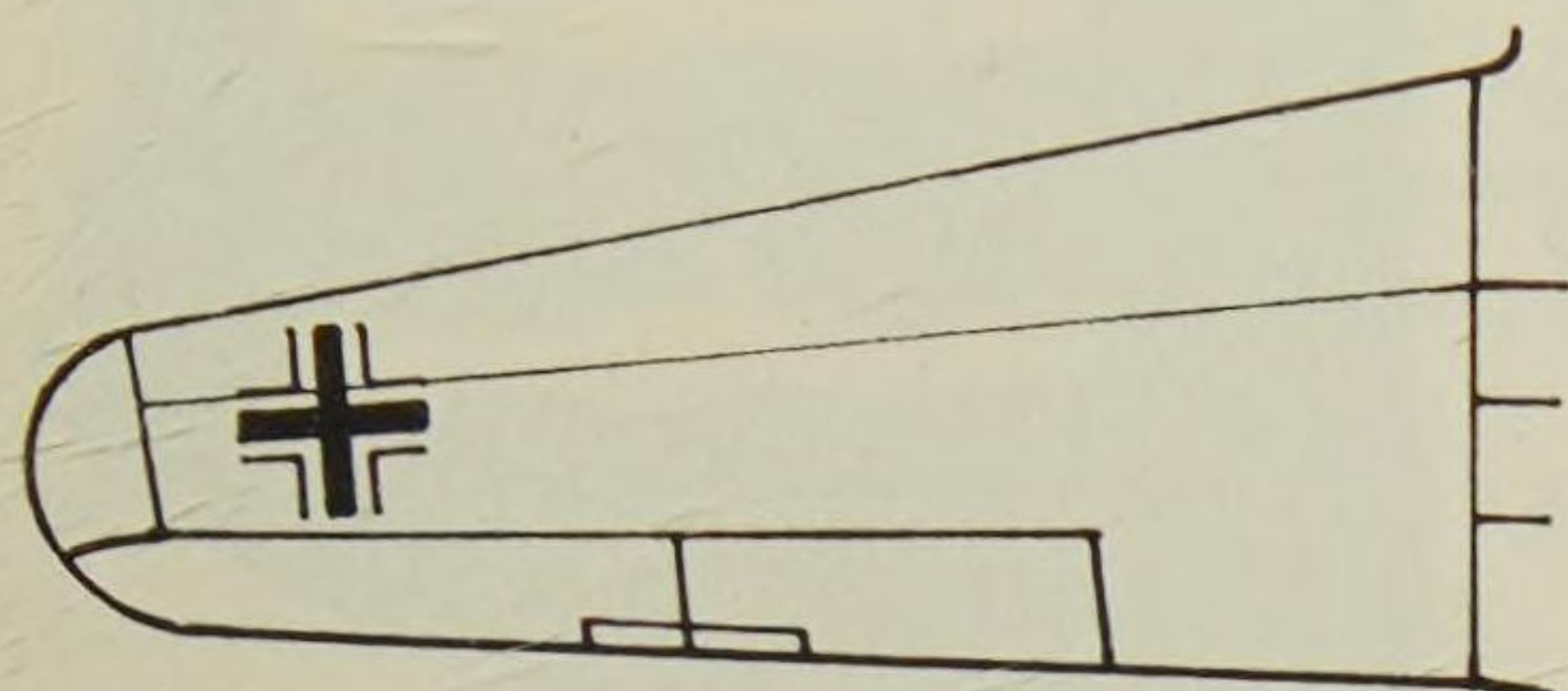
Position and changes in crosses are all shown by sketches but it is of interest to take up a final point and call the reader's attention to the non-standard low visibility modification carried out by KG 40 during late 1940 and early 1941. This was done to reduce the conspicuous white area of the fuselage cross and consisted of overpainting the inner half of the white area with marking black. On some aircraft the effects of the salt air show this section of the cross up as a dirty grey – proving that it was a modification and not a production style of cross.

On the production line the two upper surface colours were often reversed, so the areas marked as Dunkelgrün 72 on the drawing could appear as Mittelgrün 73 and vice-versa. The use of 'mirror image' for the application of the colour areas was not covered on the Condor and so only the areas defined on the drawings were utilised. If any mirror image patterns can be proven on any Condor it was almost certainly a non-standard application of colour or a major combat repair. Condors rushed to Russia retained their maritime schemes but did carry winter finish of Flieglack 7120.21 over this where applicable.

Relative sizes and positions of fuselage markings.

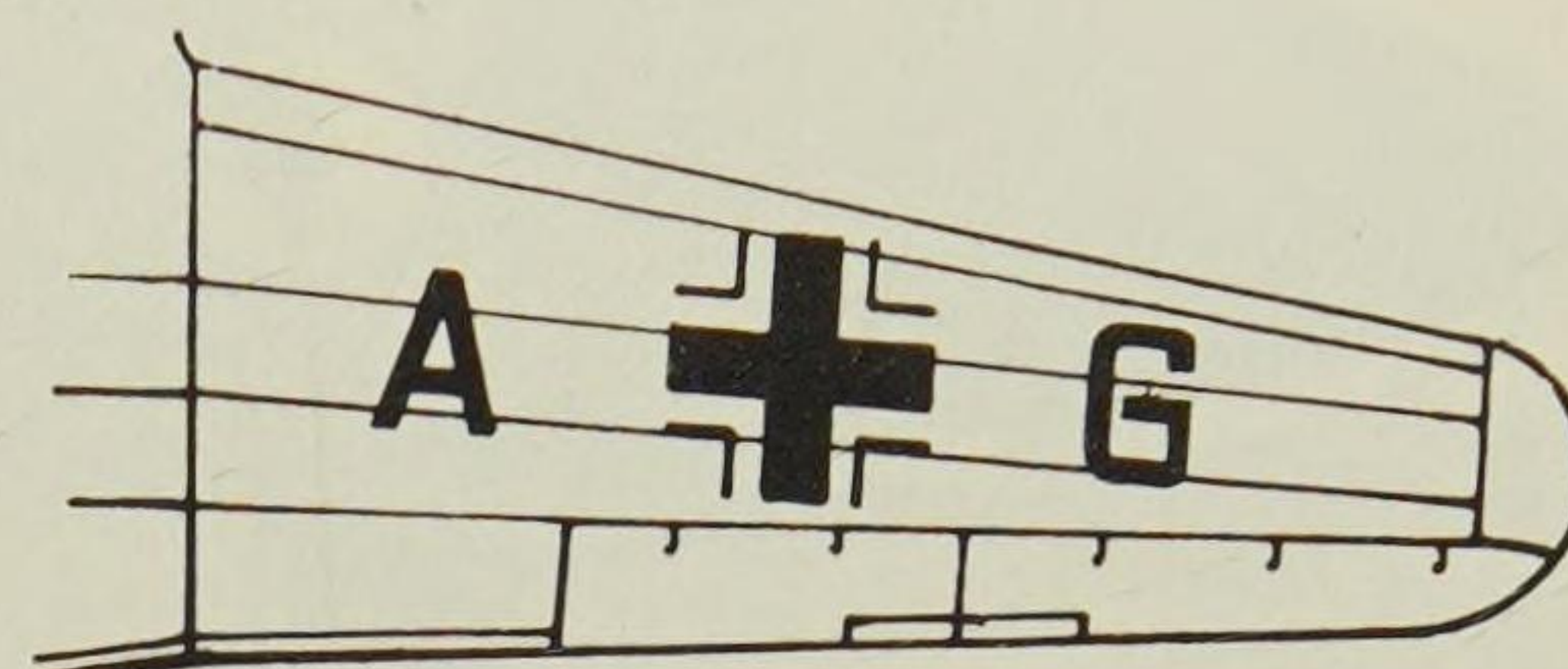


Relative size of upper wing cross applied 2000 mm in from wing tip.



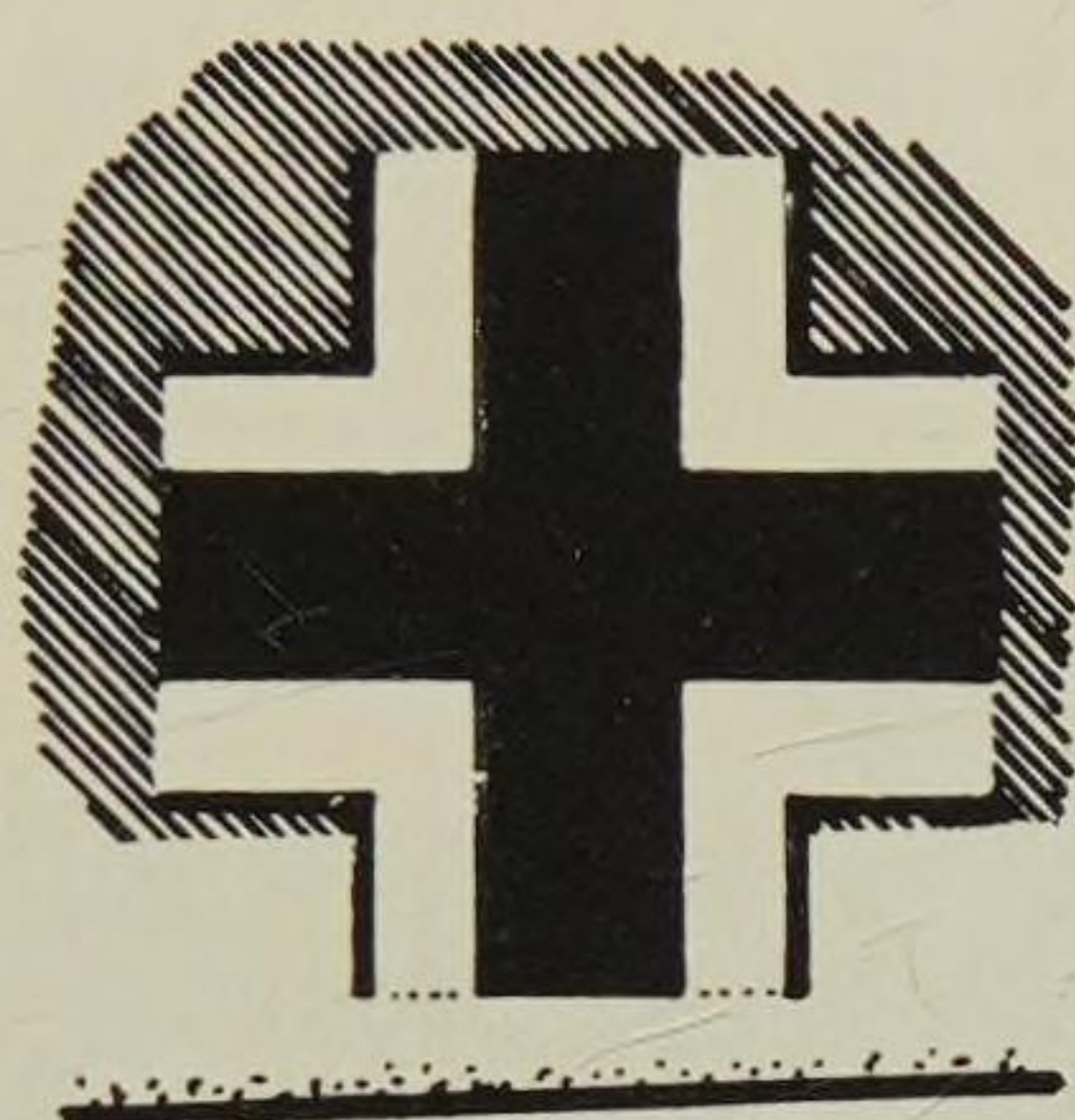
Relative sizes and positions of undersurface markings.

Cross at centre of outer wing panel - codes one quarter of panel span each side of cross. Port wing shown - Starboard similar.

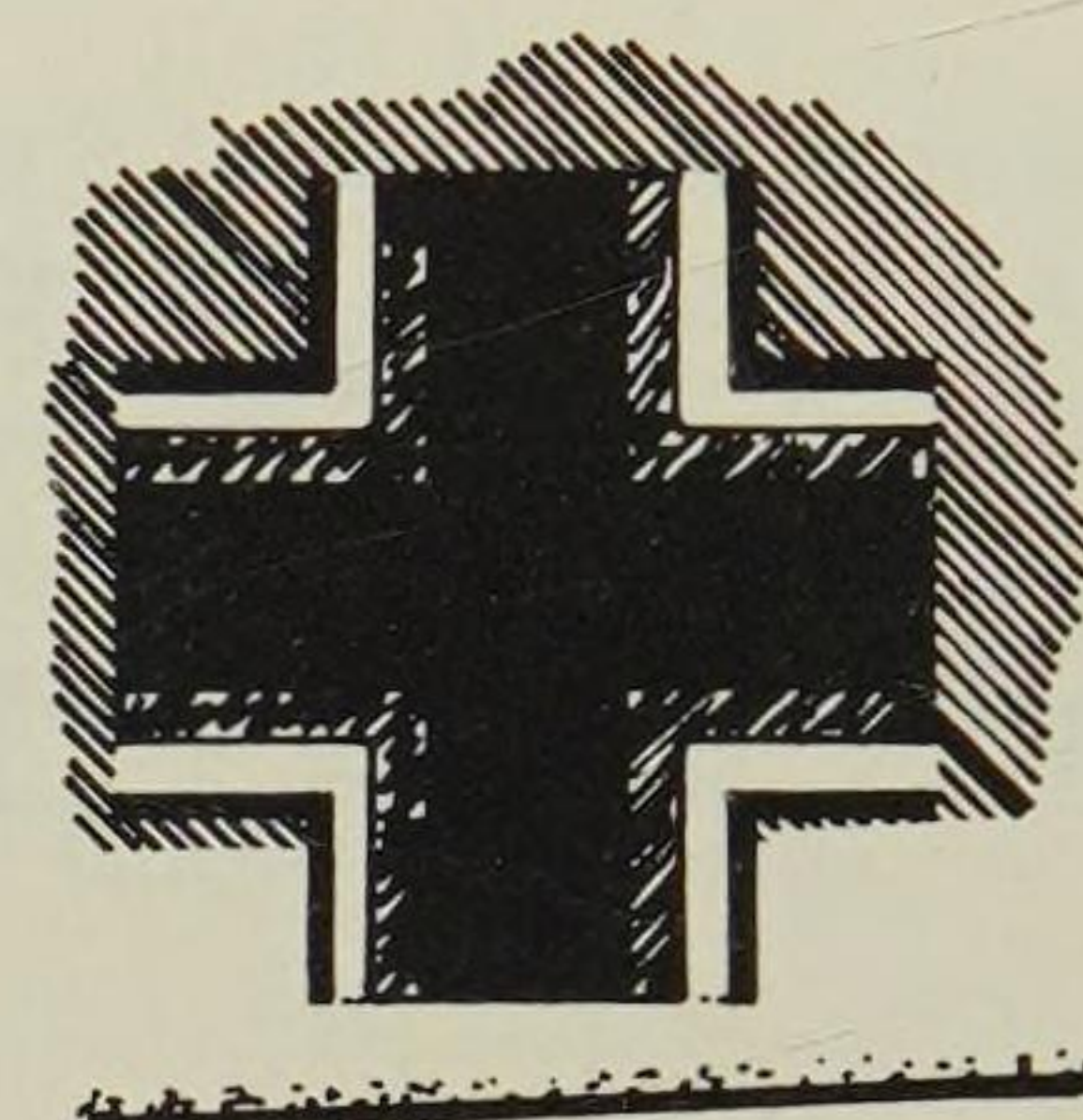


FUSELAGE CROSS

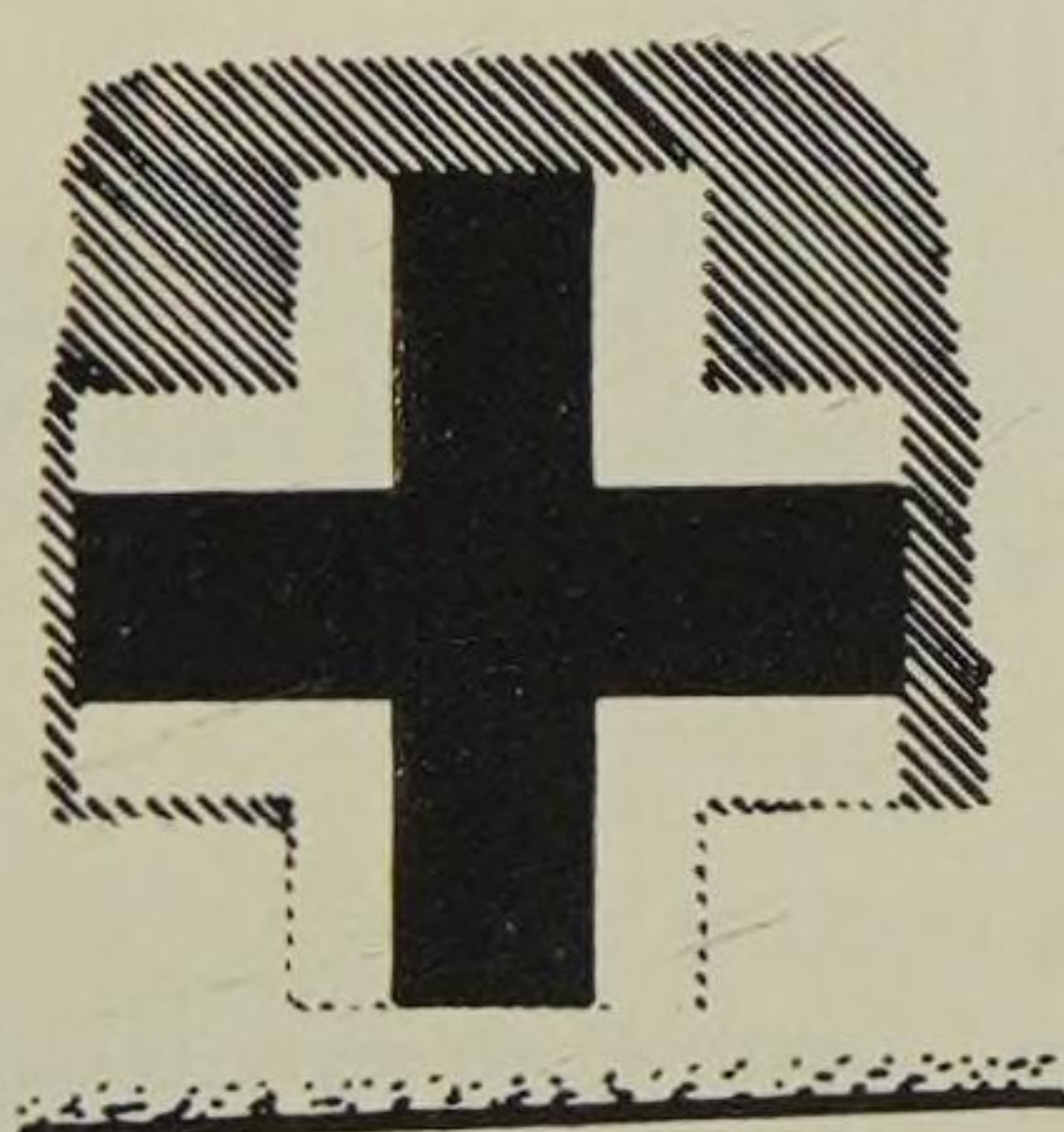
Standard fuselage cross applied to deliveries of B to C-3 series a/c from Focke Wulf factories - 1940/41.



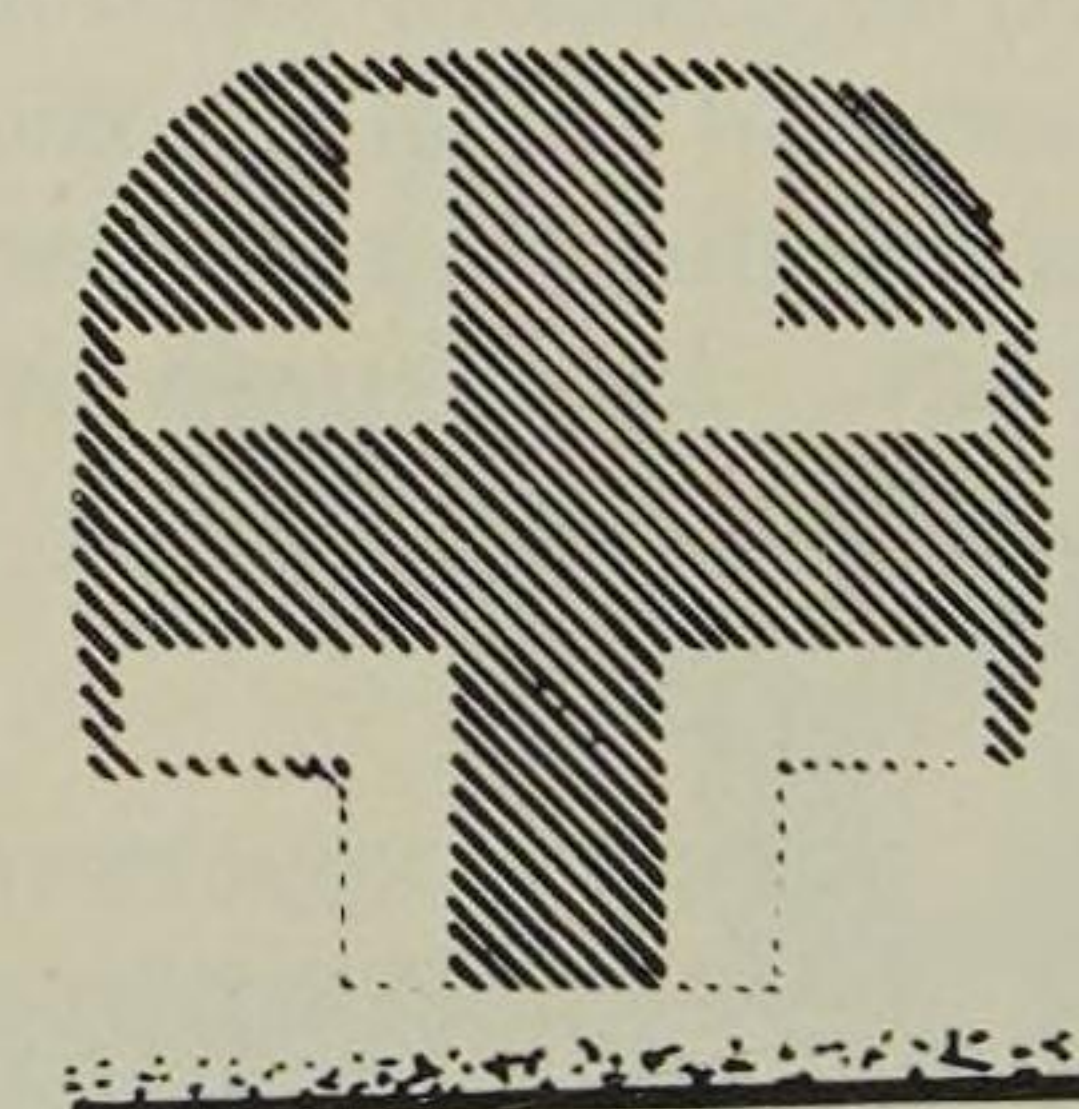
Low visibility modification applied by KG 40 during 1941. Inner black section extended to cover half the width of the white.



Cross applied to some late C-3 series a/c without outer black boundaries to arms.



Cross applied from the last of the C-3 series production onwards. Black centre replaced by Mittelgrun 72.

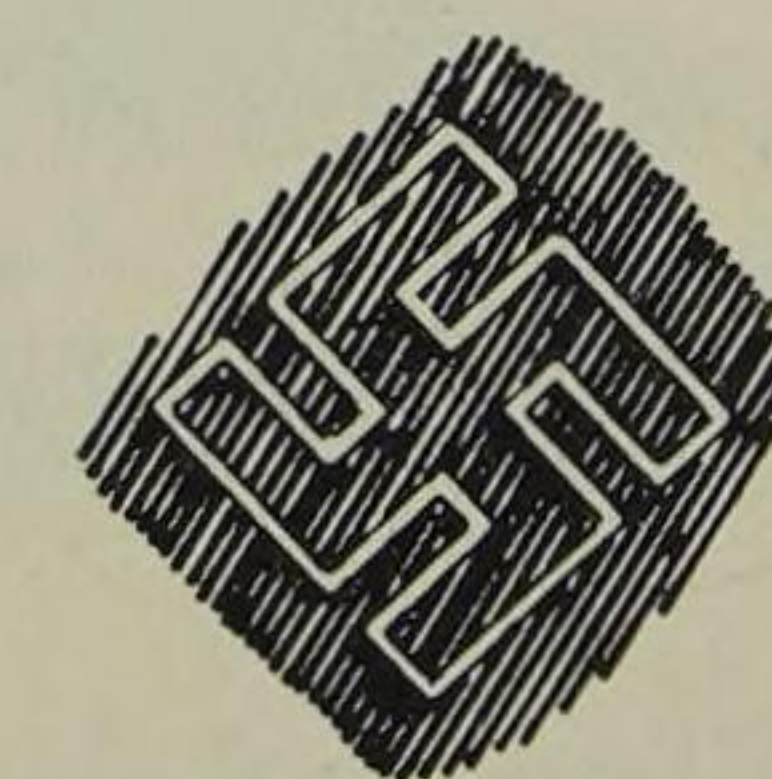


SWASTIKA

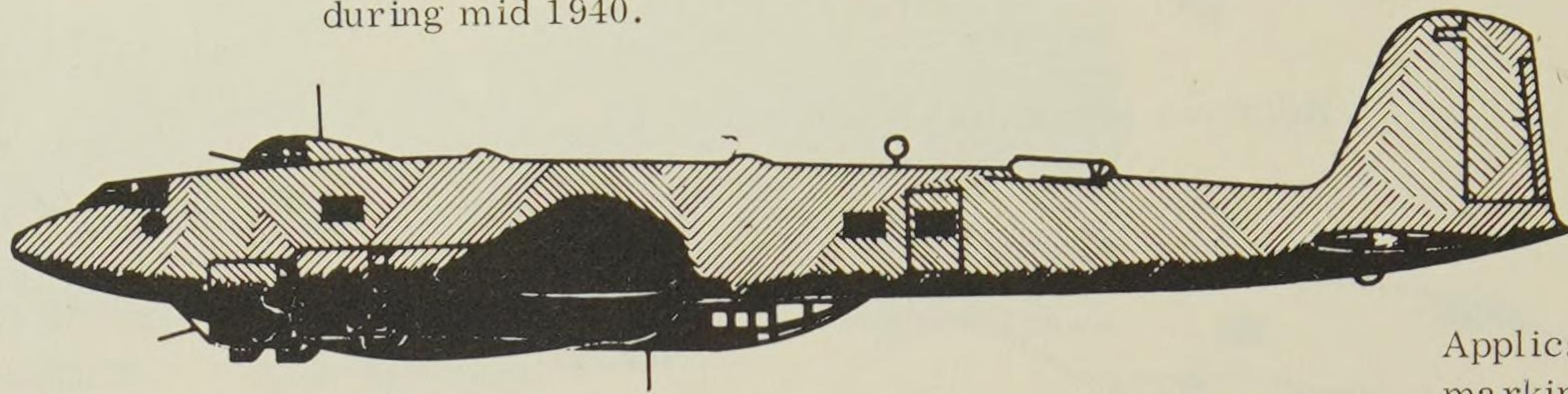
Standard swastika applied from B to C-3 series a/c - 1940/41.



White outline swastika applied from late C-3 series production.

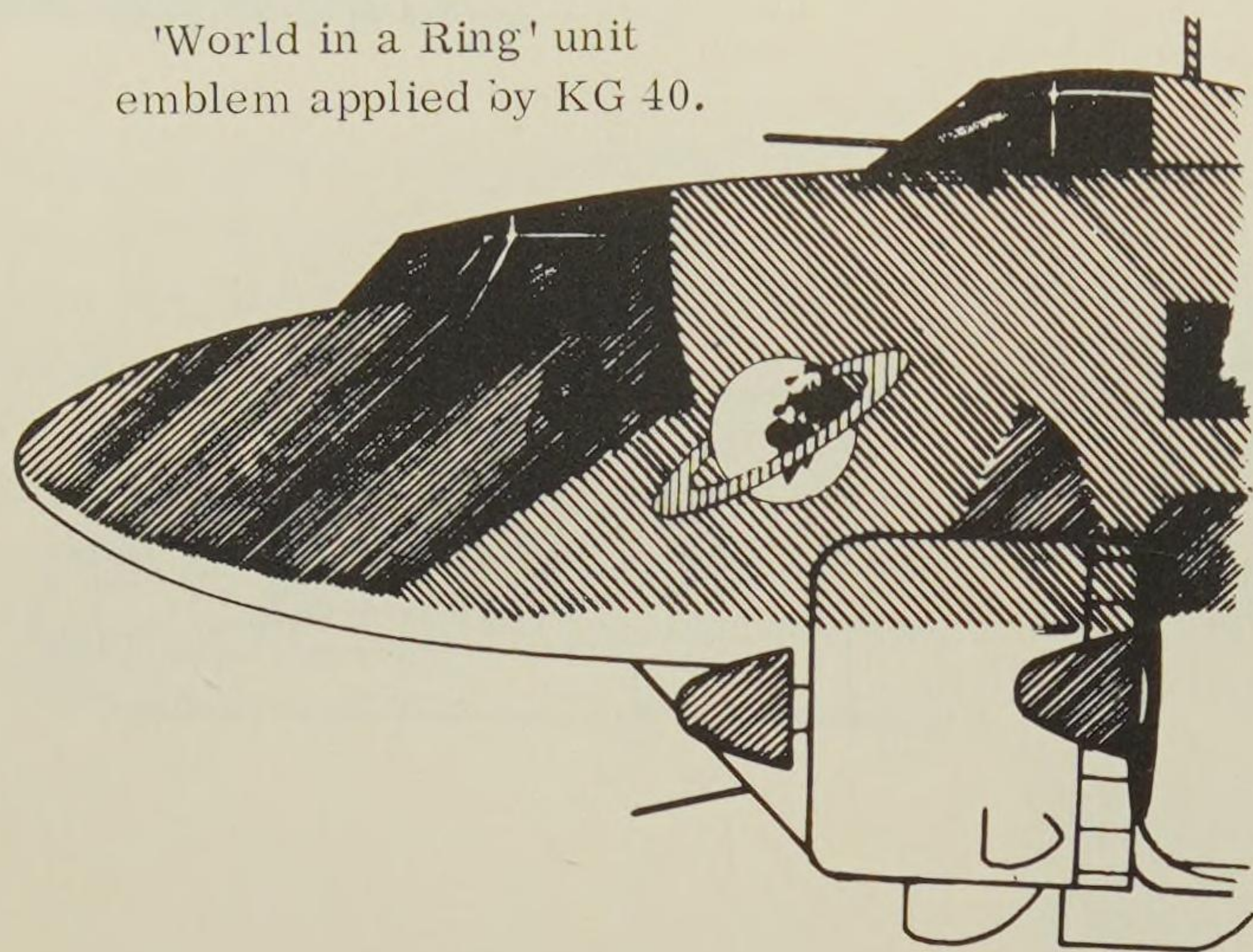


Application of FLIEGLACK 7120.22 by KG 40 for night attacks on Liverpool and other ports during mid 1940.

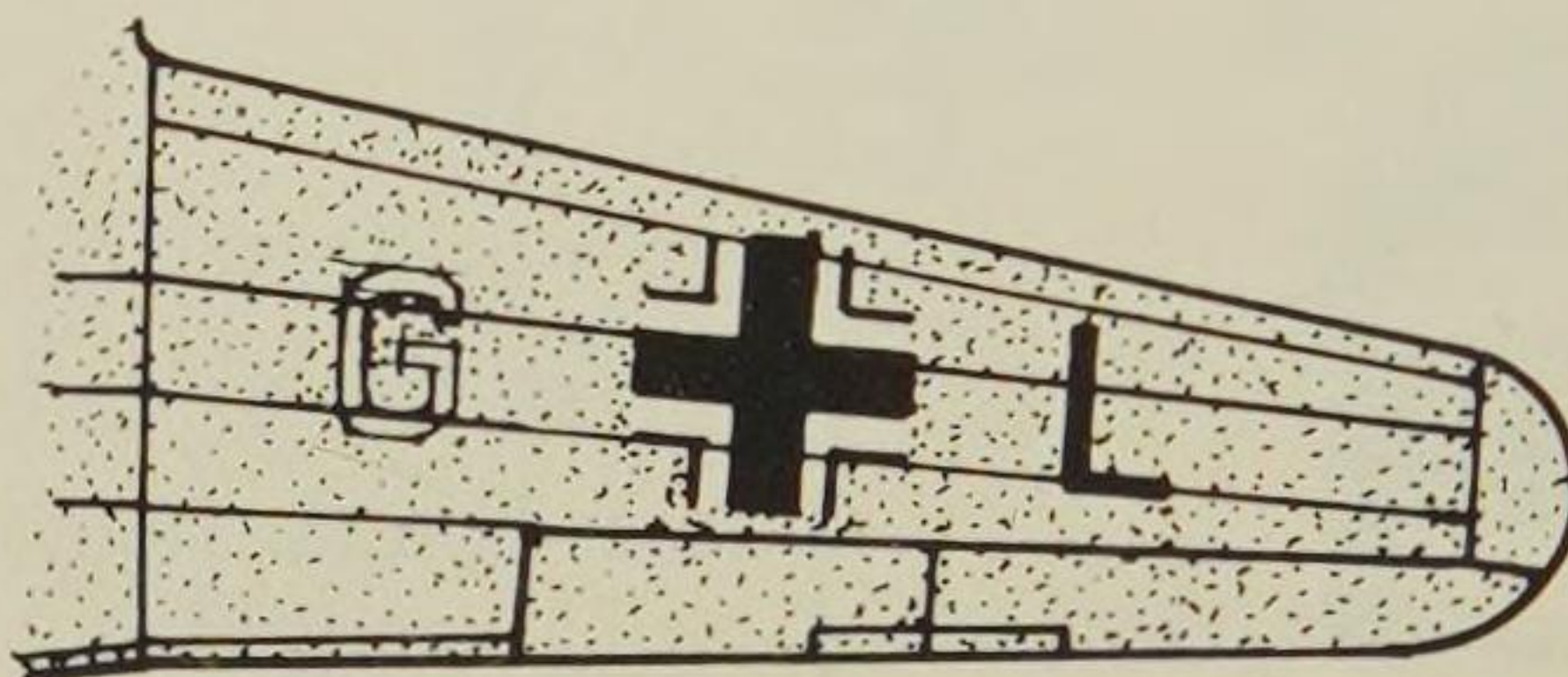
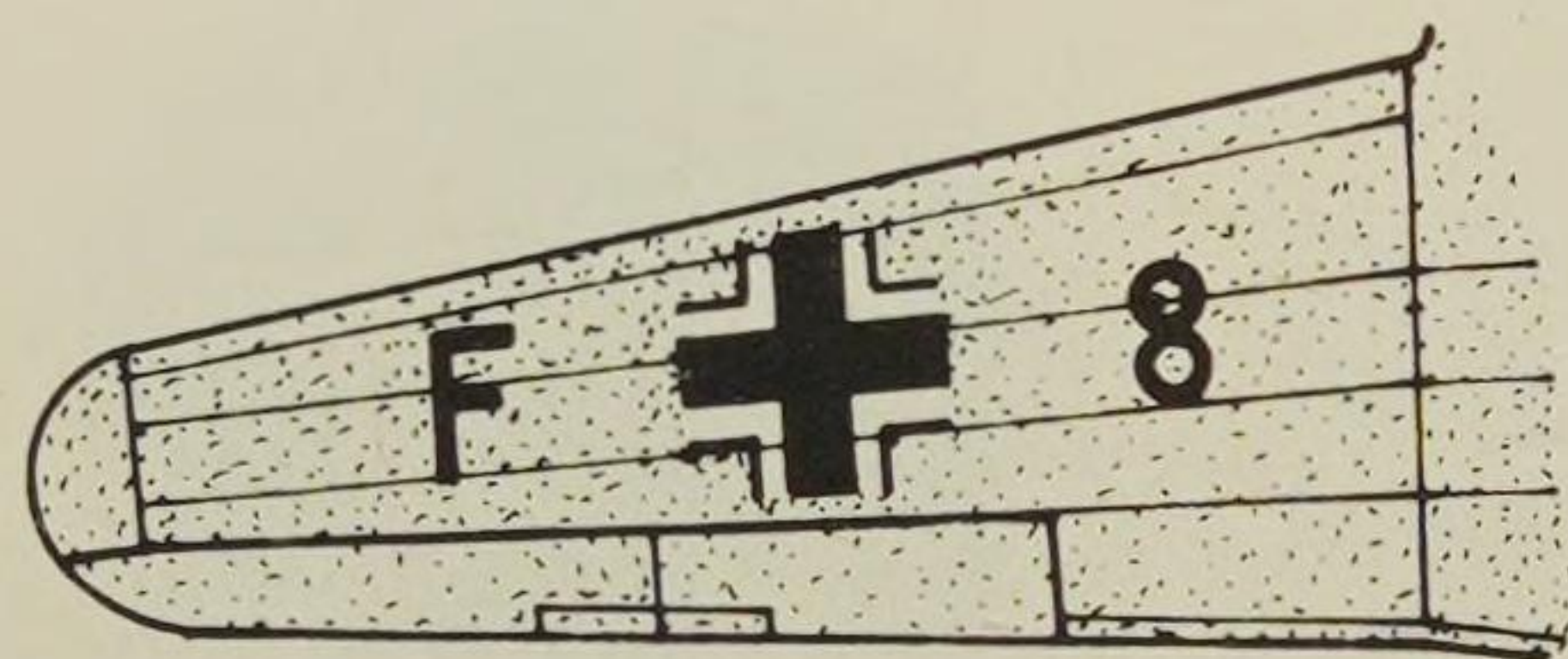
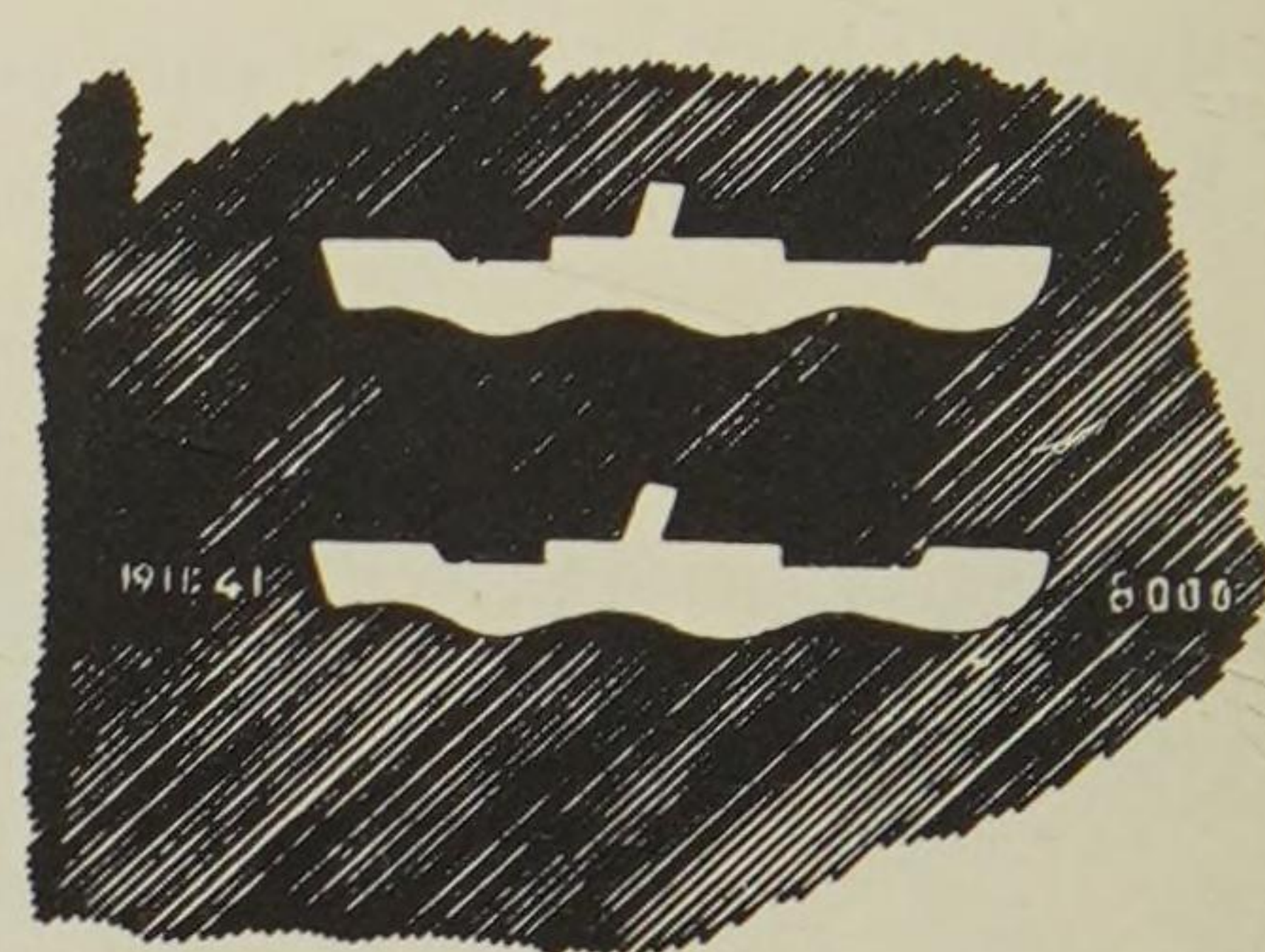


Application of 'Ship Sunk' markings in white on rudder. Lower version shown with date and tonnage.

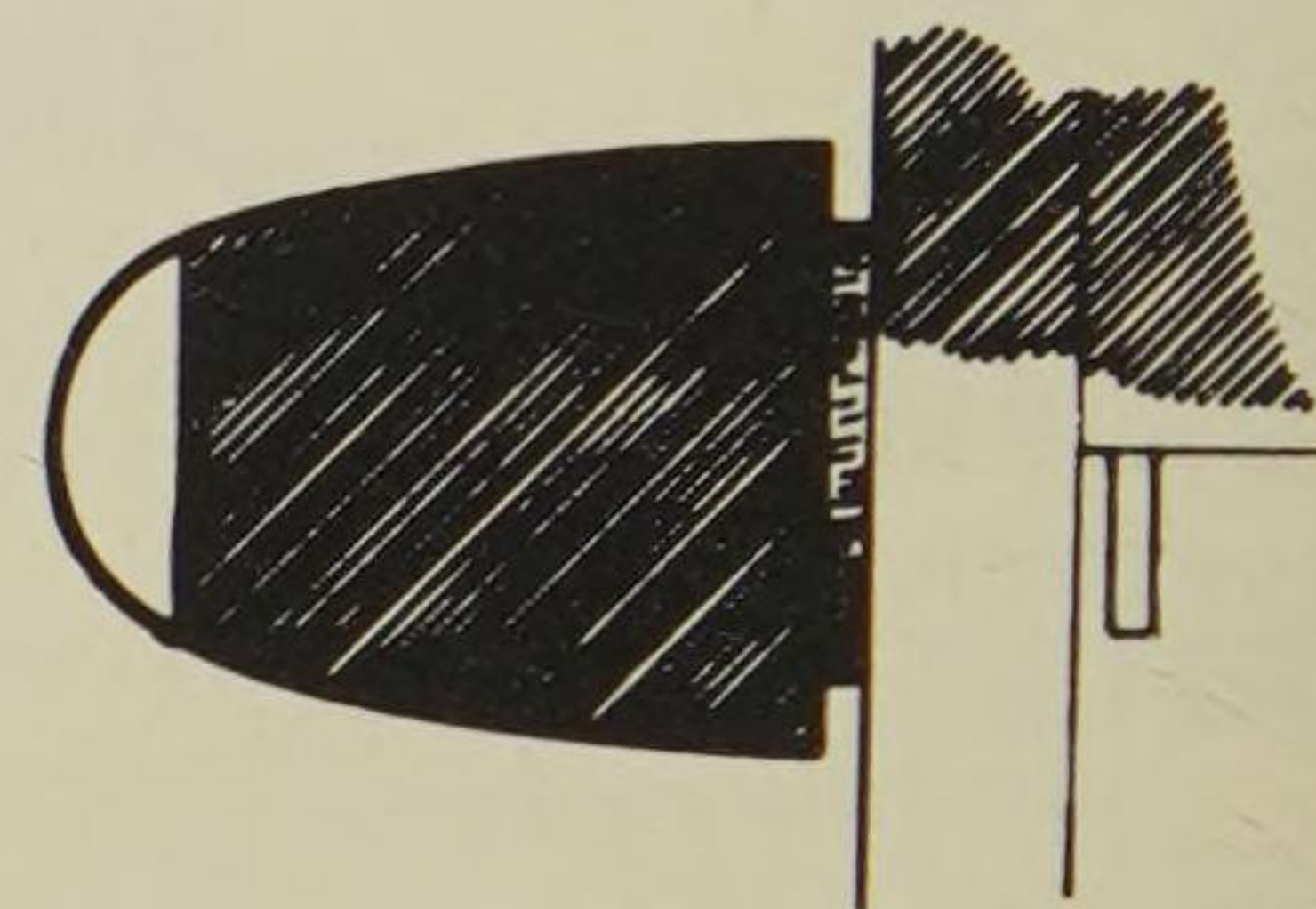
'World in a Ring' unit emblem applied by KG 40.



Application of mission markings in white under fin swastika.



Method of applying full undersurface code used by KG 40. Individual aircraft letter frequently conforming to staffel colour.



Staffel colour application to spinner tips.

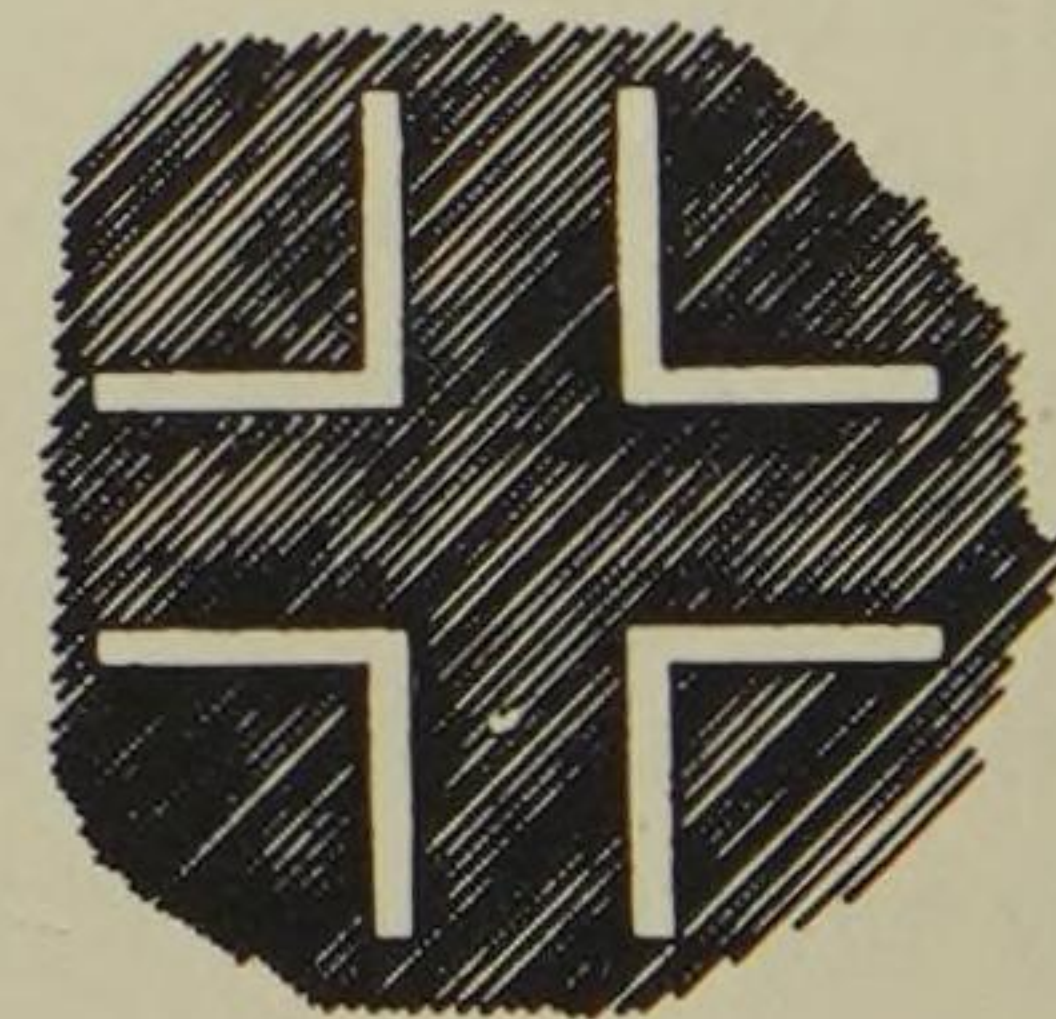


Early KG 40 Condors were named after stars and planets. The name was applied to the nose of the aircraft. An example was 'Wega' as shown here.

Standard uppersurface cross applied from B to C-3 series a/c.

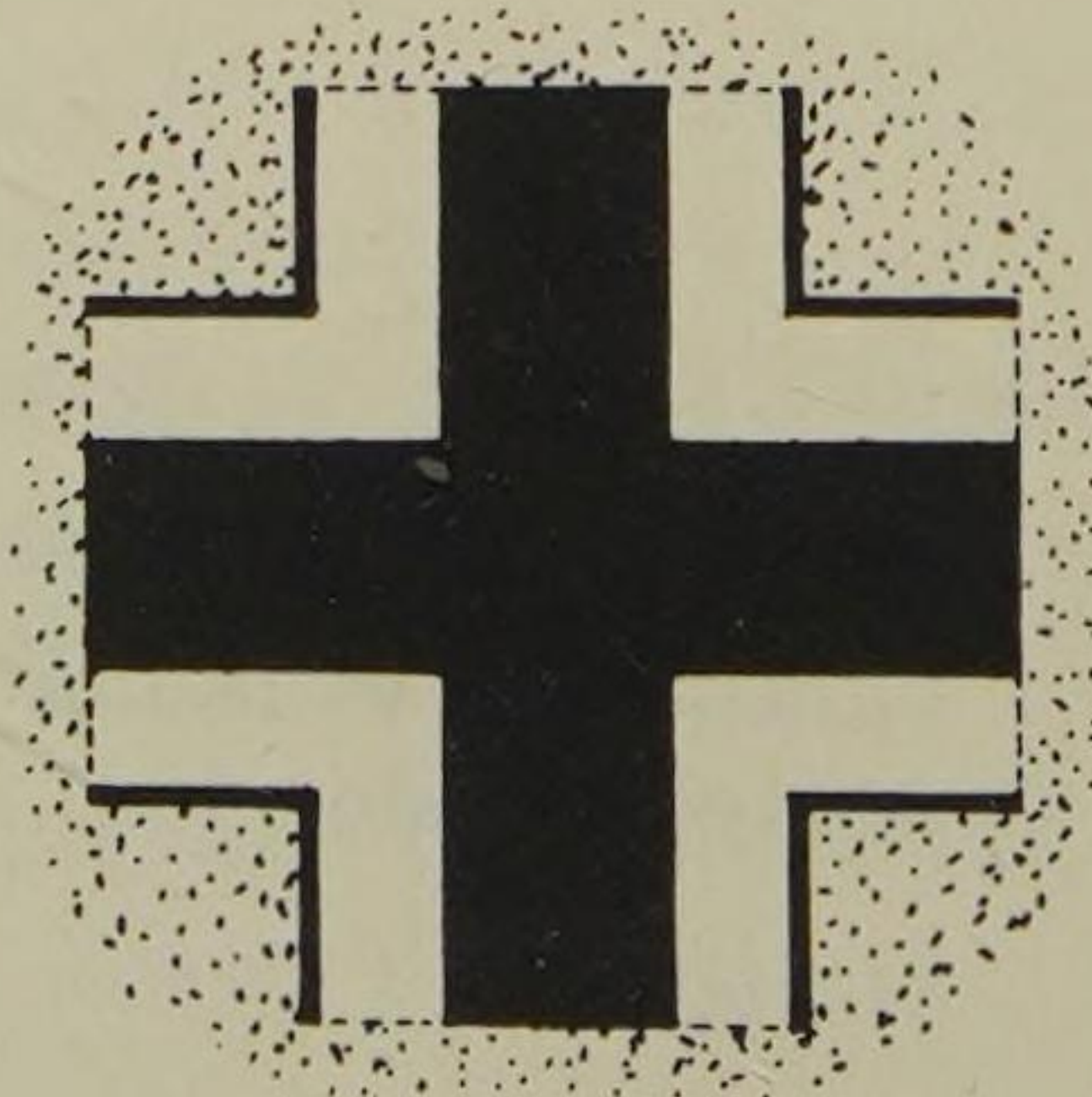


White outline cross applied from C-4 series production.

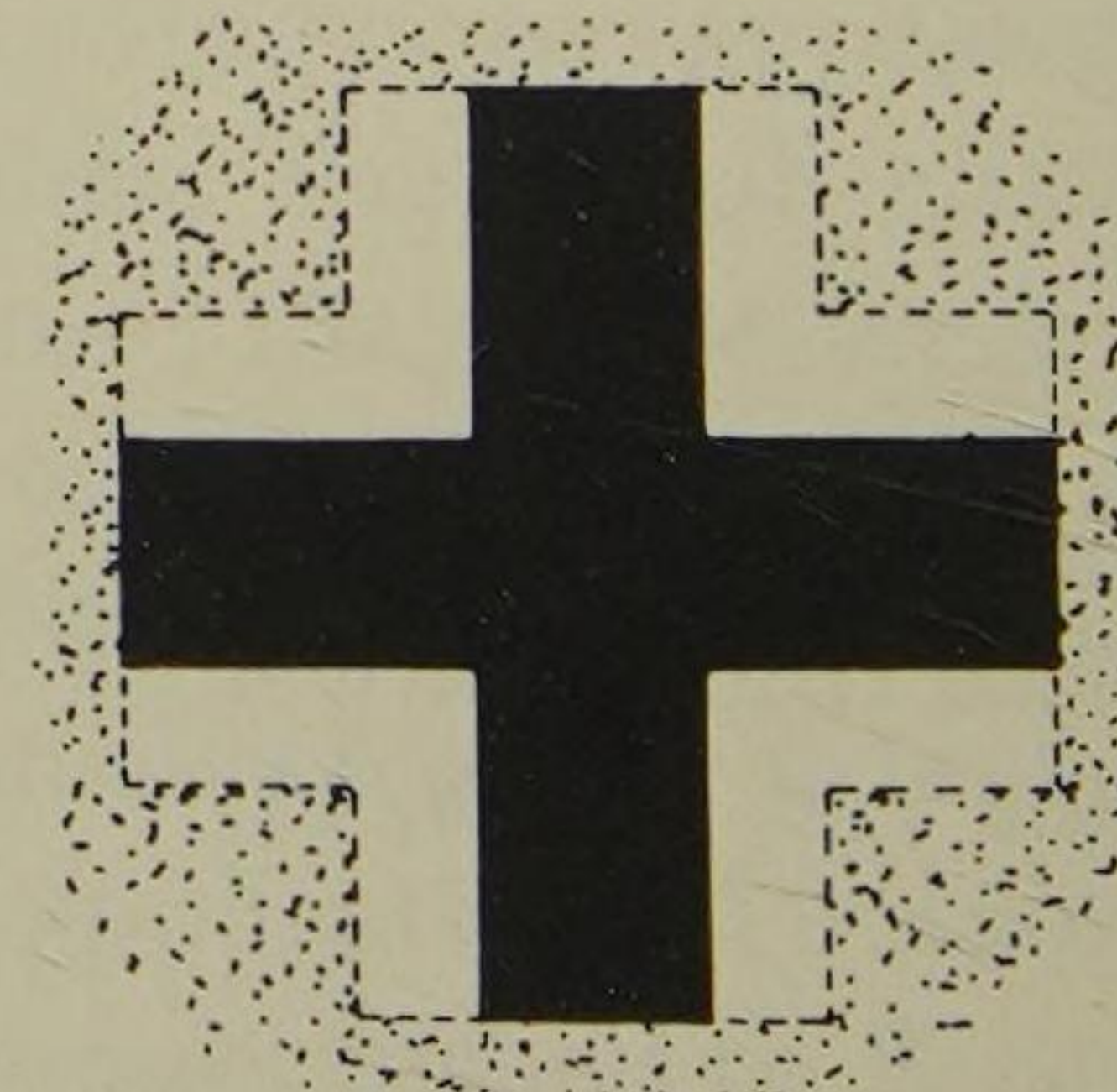


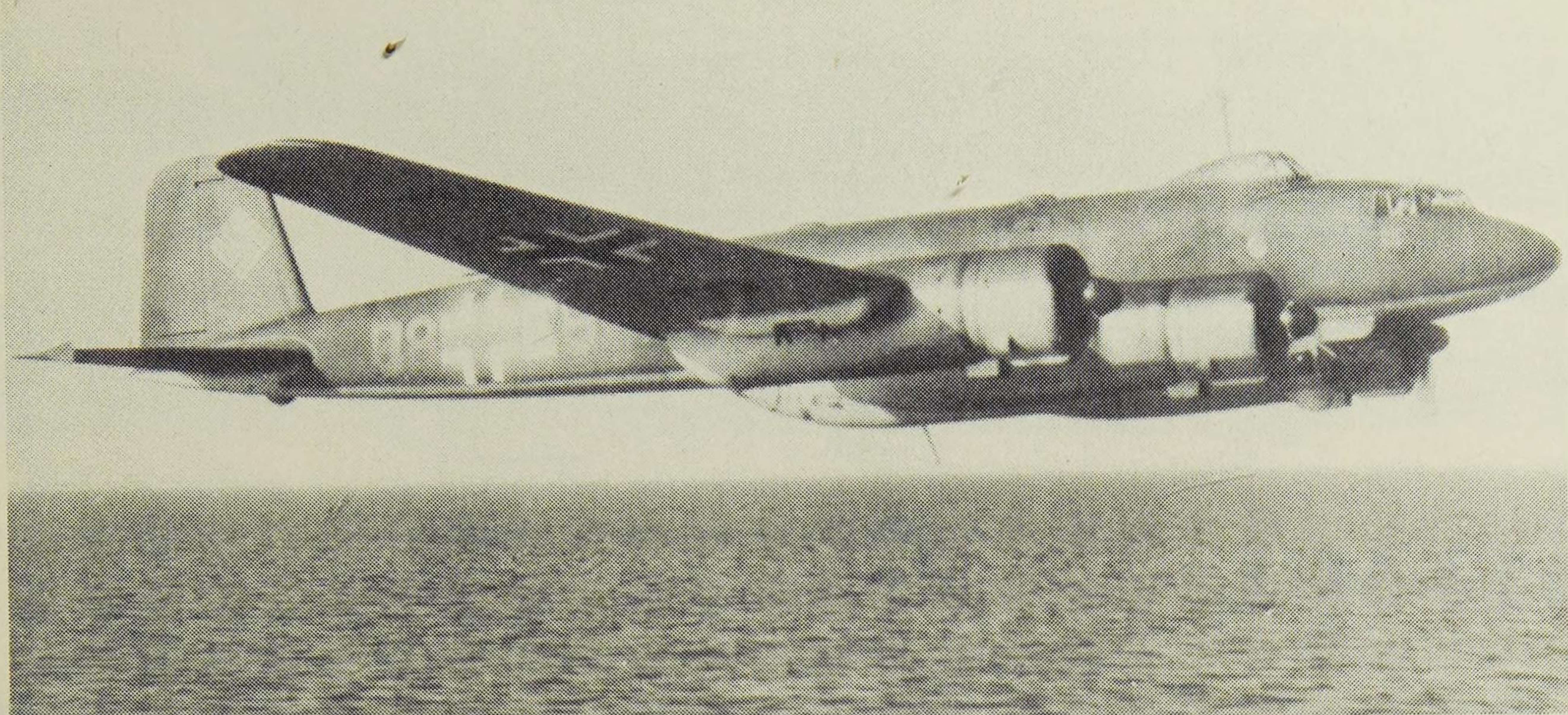
UNDERSURFACE CROSS

Standard undersurface cross applied from B to C-4 series production.



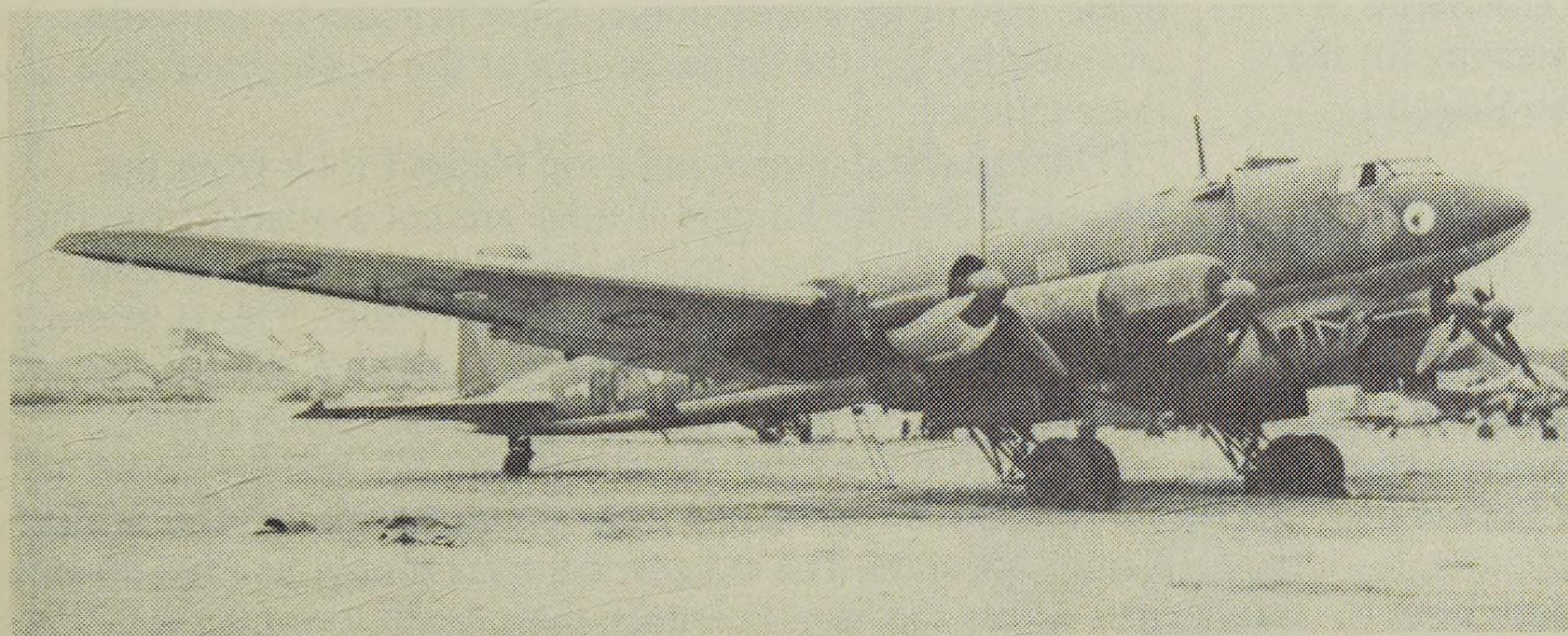
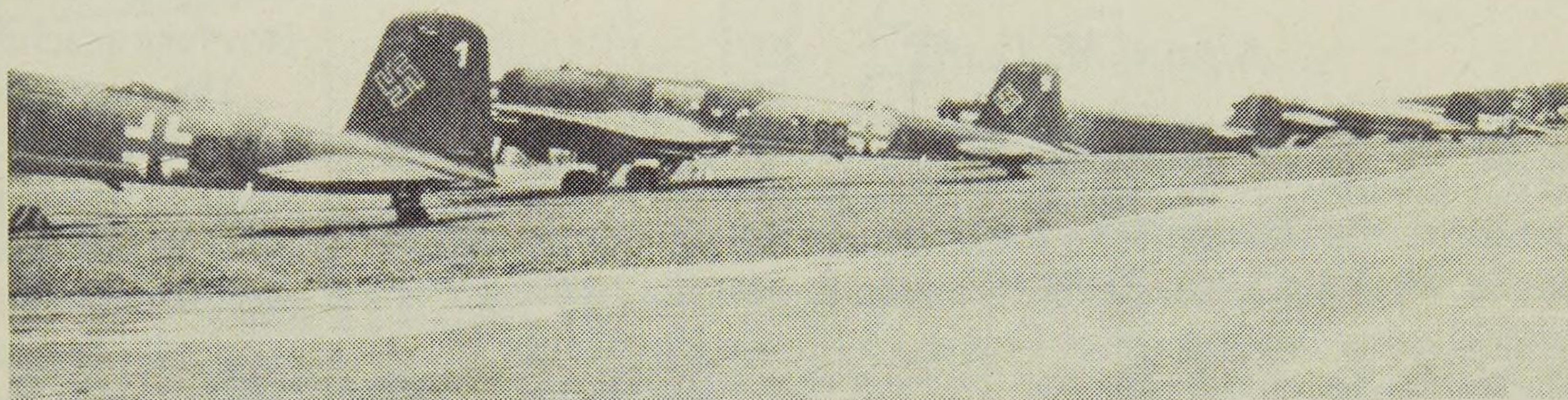
Cross applied from mid C-4 series production. No outer black boundaries to arms.



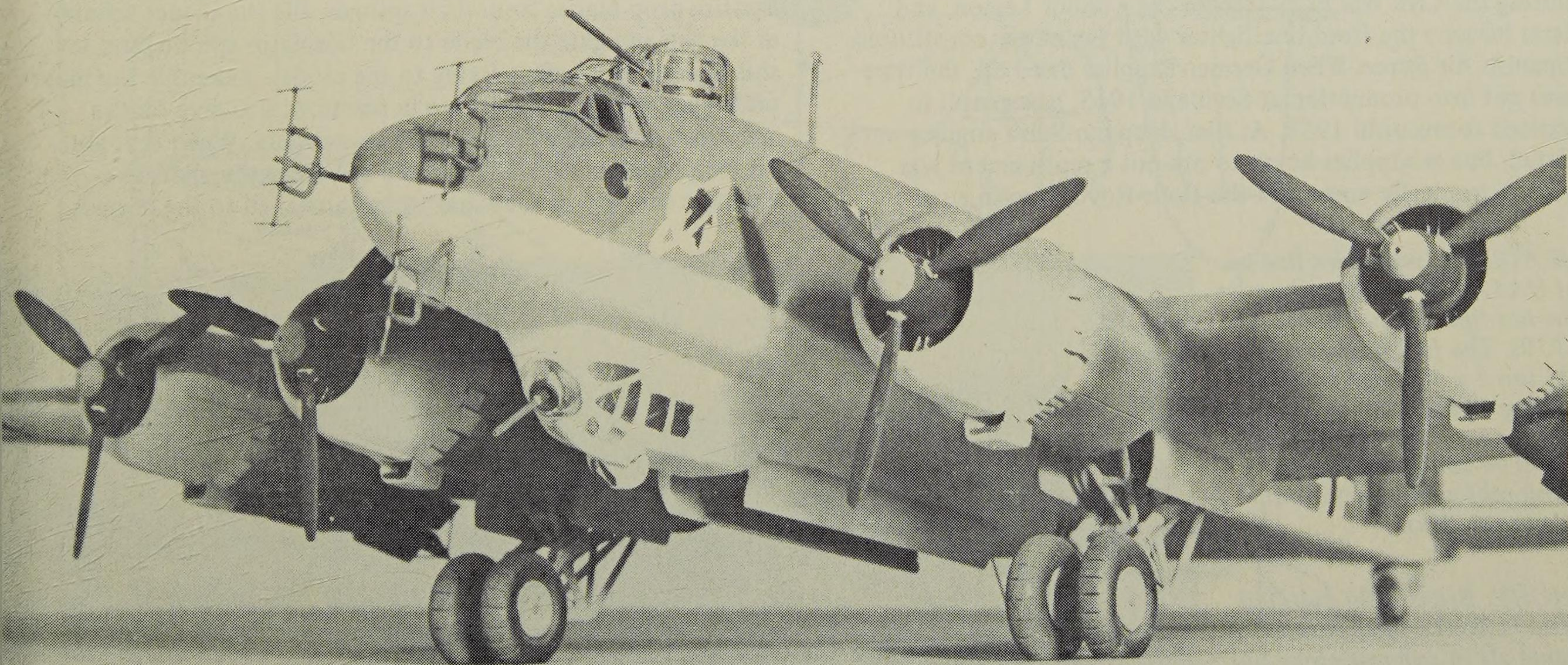


F8 + EH, believed to be ex-BS + A1, was lost on the night of July 19th/20th 1940 - probably being the machine which was shot into the sea near Hartlepool on that night. According to German records the aircraft should have been patrolling the Irish Sea at that time. Note the overpainted delivery codes on the fuselage (Hans Obert).

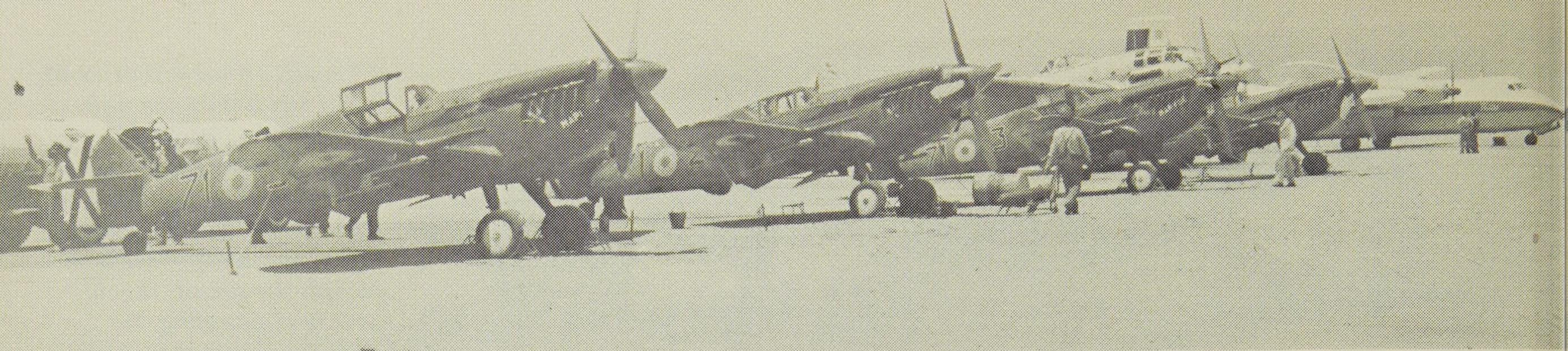
Machines of a special transport Staffel captured at the war's end carry ground handling numbers on their rudders. Number 5 is Heinrich Himmler's personal transport. All are in 72/73 camouflage and are C-4/U1's with Mittlegrun 73 centres to the fuselage crosses. Codes are TK + CV (1) and GC + AE (5).



Himmler's transport at Farnborough after the war's end shows the retention of its delivery radio codes. The German codes are still retained but the crosses have been painted out and replaced by RAF roundels (IWM).



Revell make the only 1:72 scale kit of a Condor and this superb model, with added detail, was made by John Chisman to depict a Fw 200 C-4/U3 of KG 40 as illustrated in 'Aircraft Profile' No 99 which is suggested for further references (Alan H. Butler).



Hispano 1112-M1L Buchon

SPANISH-BUILT Me 109 MAKES A FINE
CONVERSION SUBJECT

Alan C.M. Laird

THE squadron has left. An RAF NCO prepares to set fire to unserviceable Hurricanes to prevent them falling into enemy hands, when the Messerschmitts sweep in over the treetops, guns blazing. But this is not France 1940: the Hurricanes are plastic, the combatants actors, and the 109s have Merlin engines. It is, of course, a scene from the film 'The Battle of Britain' which must surely have been required viewing for the enthusiast, and introduces most dramatically the Hispano Buchons disguised as Me 109s.

When Hamish Mahaddie began assembling aircraft for this epic, British aircraft of the period were relatively easy to find, but flyable German aircraft proved to be non-existent. The Spanish Air Force, however, still had quantities of indigenously built Me 109s, He 111s and Ju 52s and kindly allowed them to be used for filming in Spain. In addition, seventeen Hispano 1112s were bought by Spitfire Productions Ltd for use in British filmed sequences.

The Messerschmitt 109 was first seen in Spanish skies during the Civil War in 1937 with the Condor Legion, and later became the front line fighter with the newly constituted Spanish Air Force. When German supplies dried up, the type was put into production at Seville in 1945, being built in various forms until 1959. At first, Hispano-Suiza engines were fitted, but as supplies began to run out a replacement was found, ironically enough in the Rolls-Royce Merlin engine

which had powered the 109s opponent, the Spitfire, in 1940.

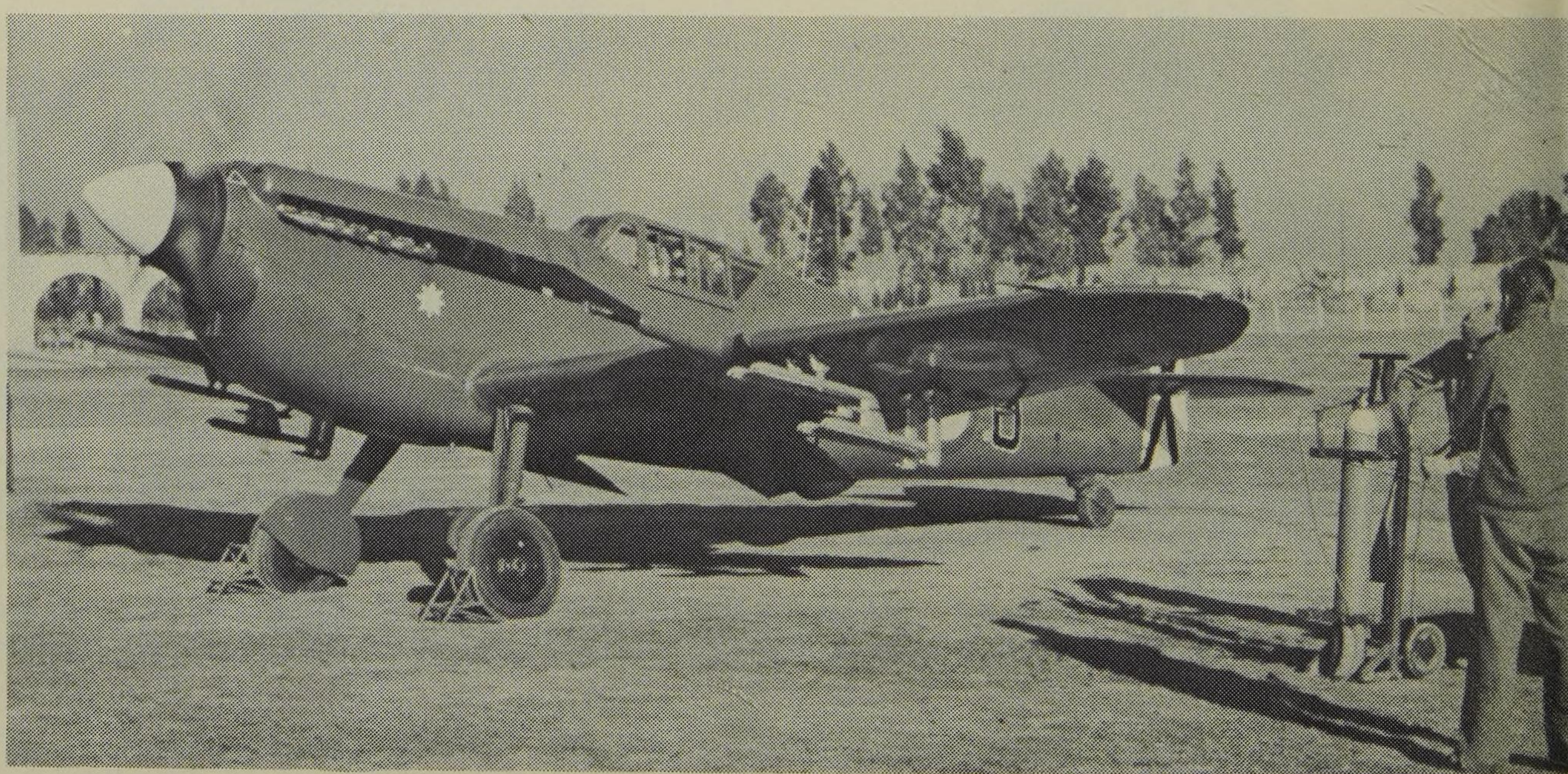
Apart from the engine, little change was made to the design from the last German-built version operated in numbers, the 109G. Using the Frog Me 109F (which is more accurate than the Airfix 'Gustav'), I found it relatively simple to build one of the film's pseudo-109s, and as can be seen from the drawings, these aircraft incorporated one or two modifications to give them a 1940 period look. The wings were clipped, tailplane struts and a radio mast were added, the wing fences and cannon were removed, and dummy armament was fitted plus two fake machine-guns in the nose.

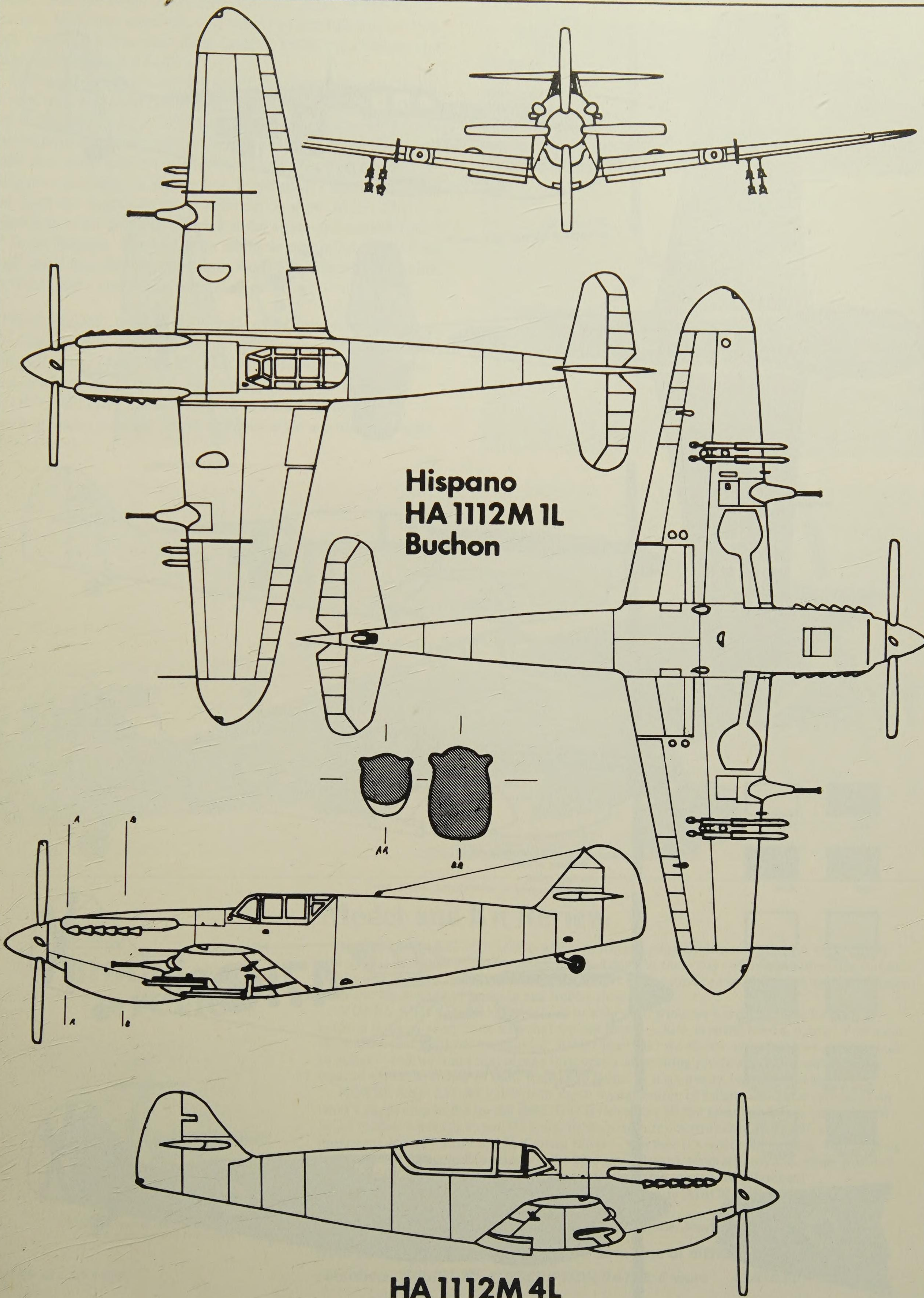
The conversion is no problem if you have average experience. First join the fuselage halves and file the nose to the new shape in preparation for adding the large chin intake. Most filing has to be done to the bottom but some material must also be removed from the sides and top. Ensure that the front is circular to accept the spinner. Now glue on the wings, build up the intake with body putty and when dry file and sand to shape. File down some circular sprue or scrap to the correct cross-section for the bulges on top of the cowlings and glue these in place.

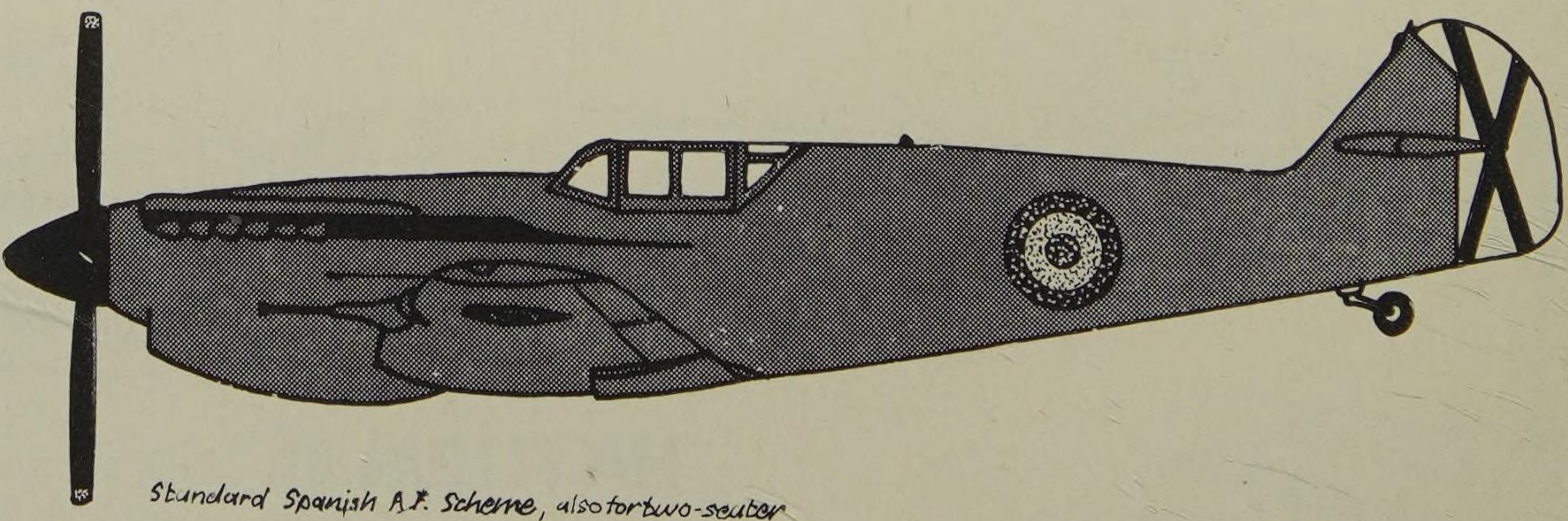
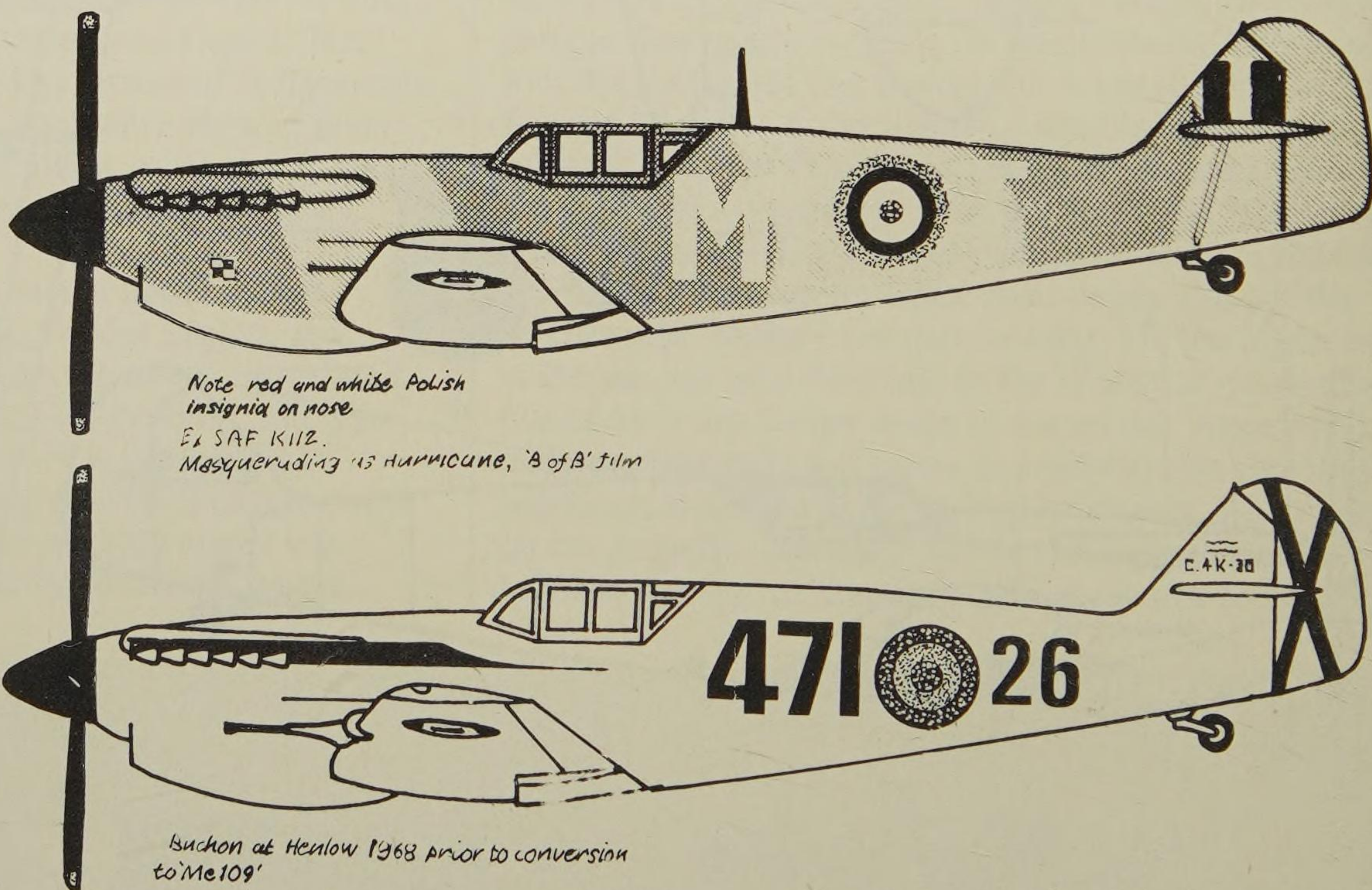
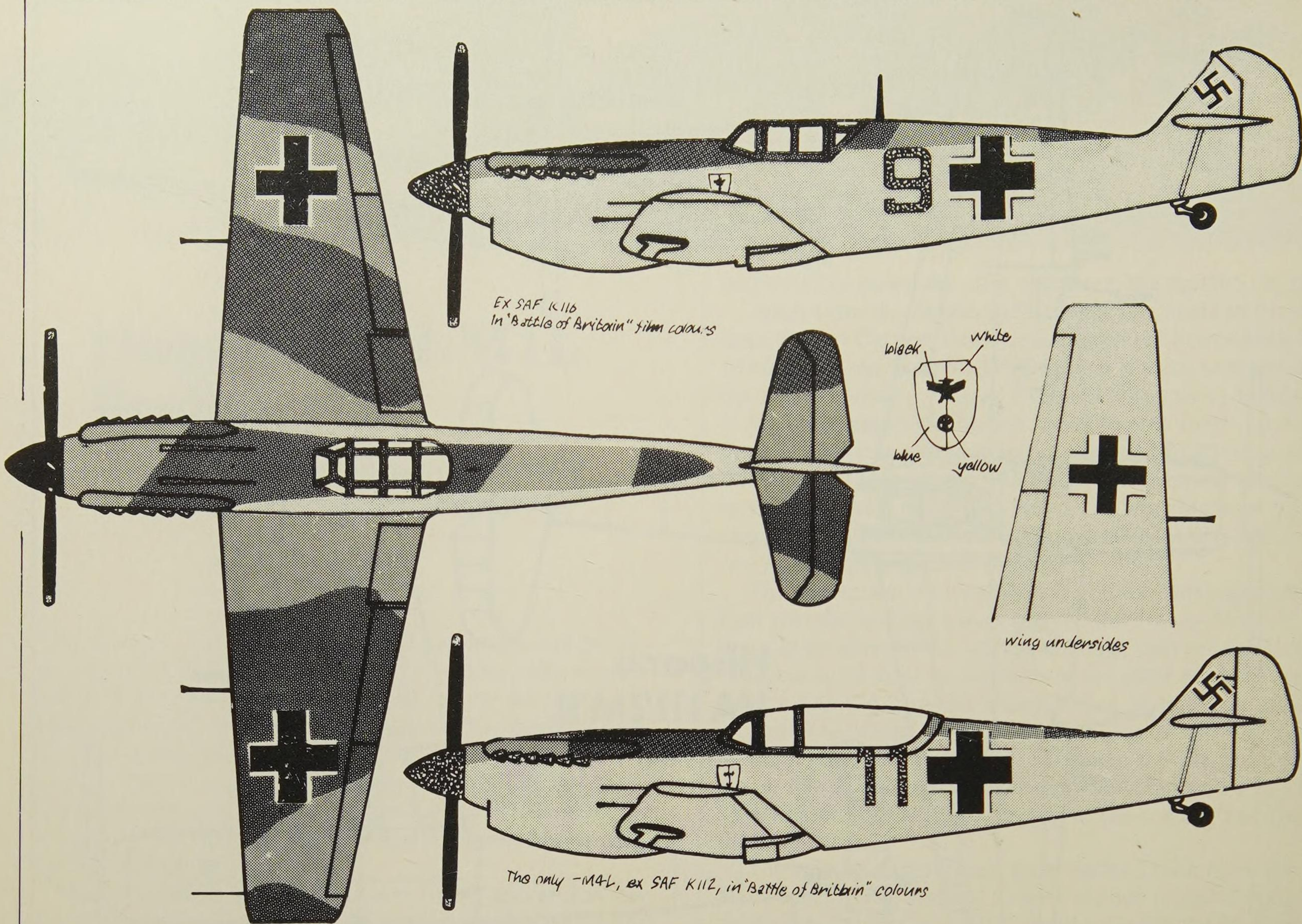
The exhaust dampers and prop blades I took from the Matchbox Spitfire kit, and if these are not available from the spares box it is perhaps worth buying the kit just for these parts as they would be tricky to scratch-build. This is where a well stocked spares box is essential: I was able to use the Spinner from the Airfix Gladiator kit, the aileron mass balances from the Frog Supermarine S.6B, and I replaced the tailwheel with the one from the Airfix Me 109G-6 as this is more accurate. The exhaust dampers should be filed down a little across the back to reduce their depth. Cut off the Spitfire prop blades from their spinner, file the blades square at the top and glue the blade to the Gladiator spinner and set this aside to dry before fixing to the model. Assemble the main undercarriage parts and locate in position; also glue on the tailplanes, and allow them to dry thoroughly. When dry, glue on the propeller assembly. Before attaching the aileron balances the 'leg' of these has to be shortened to the correct

HEADING: Impressive line-up of HA1112M-1L aircraft under the hot Spanish sun in the late 1950s. The fuel bowser on a 1½ ton 4 x 4 Dodge chassis, towing a tanker trailer, would make a good model subject; could be converted from Minitanks and has white top. OD lower sides.

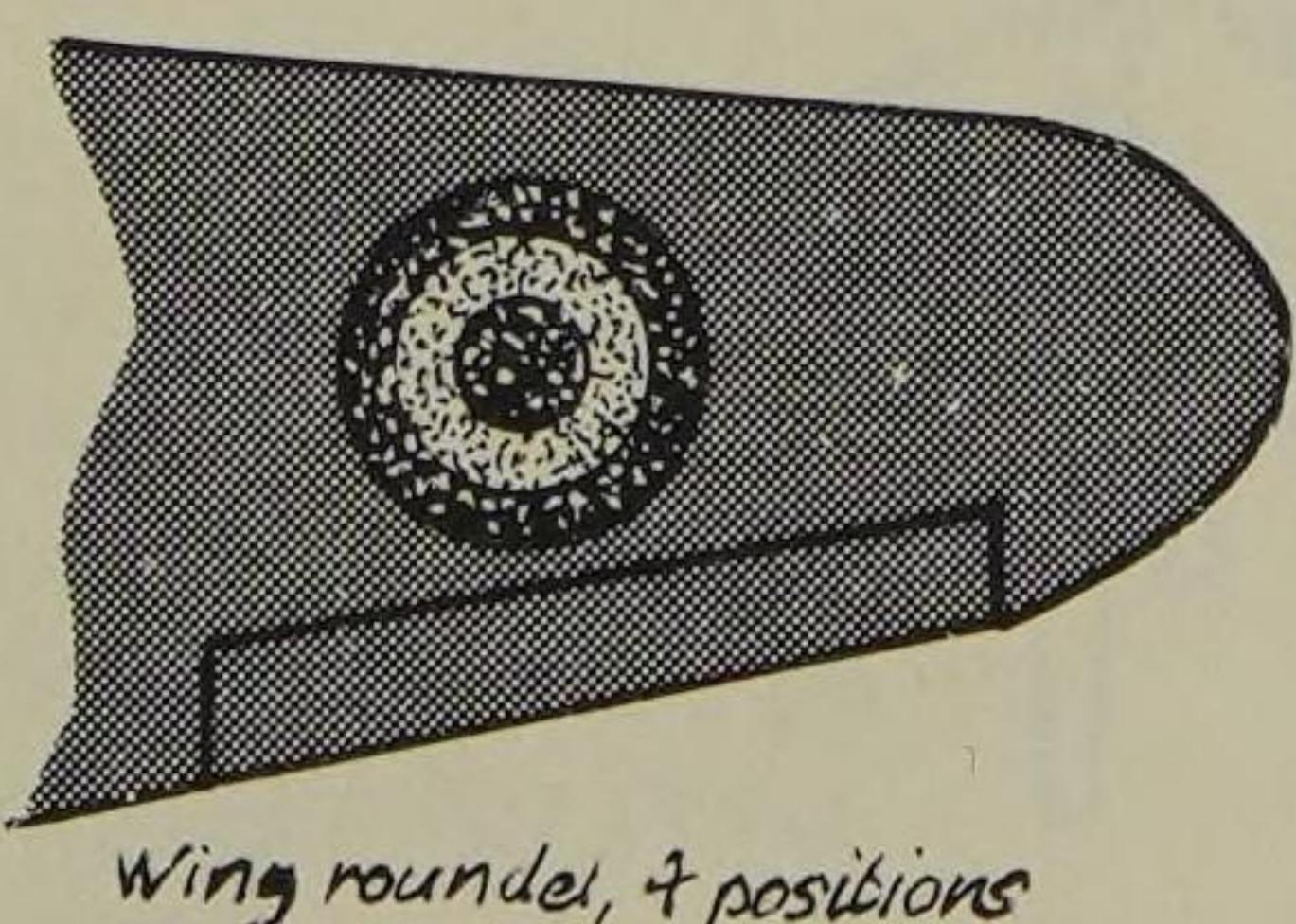
RIGHT: Beautifully polished HA1712M1L, shows black panel aft of exhaust pipes and bare metal rocket tails. Wheel hubs black. (photos by courtesy of Pilot Press Collection).







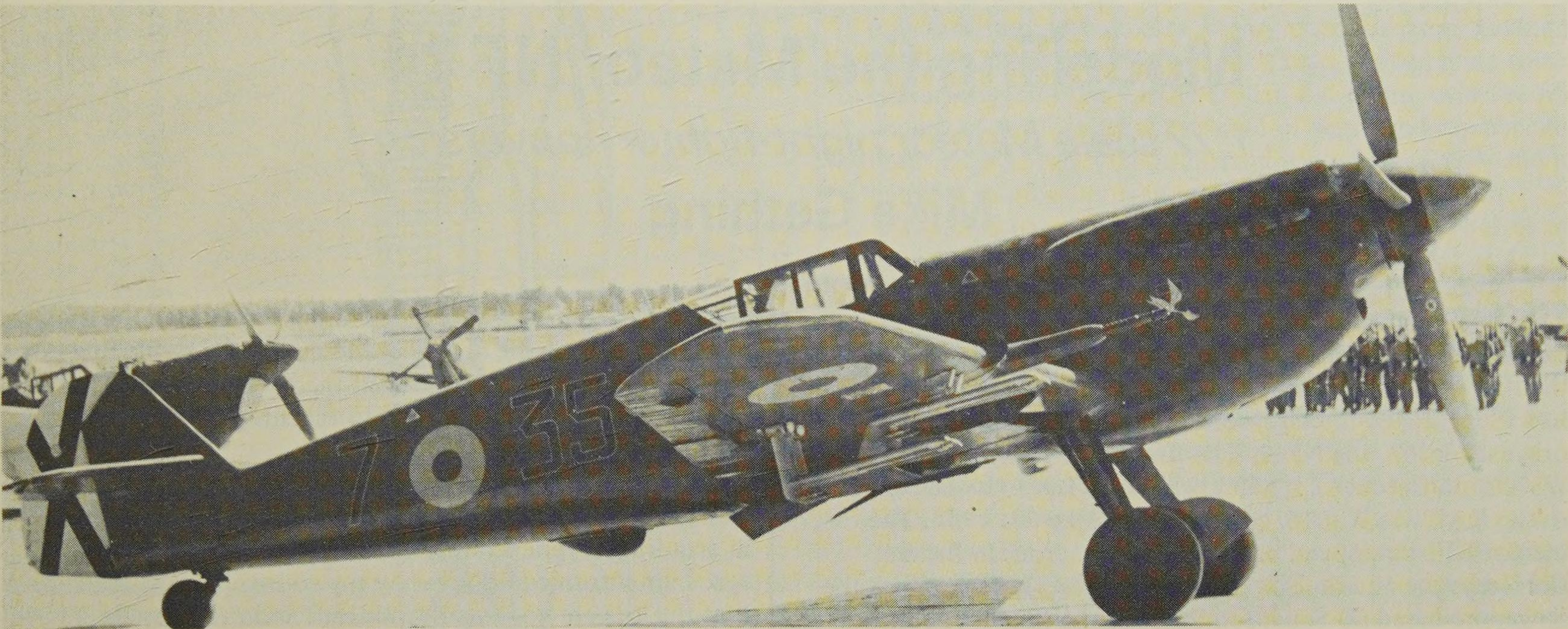
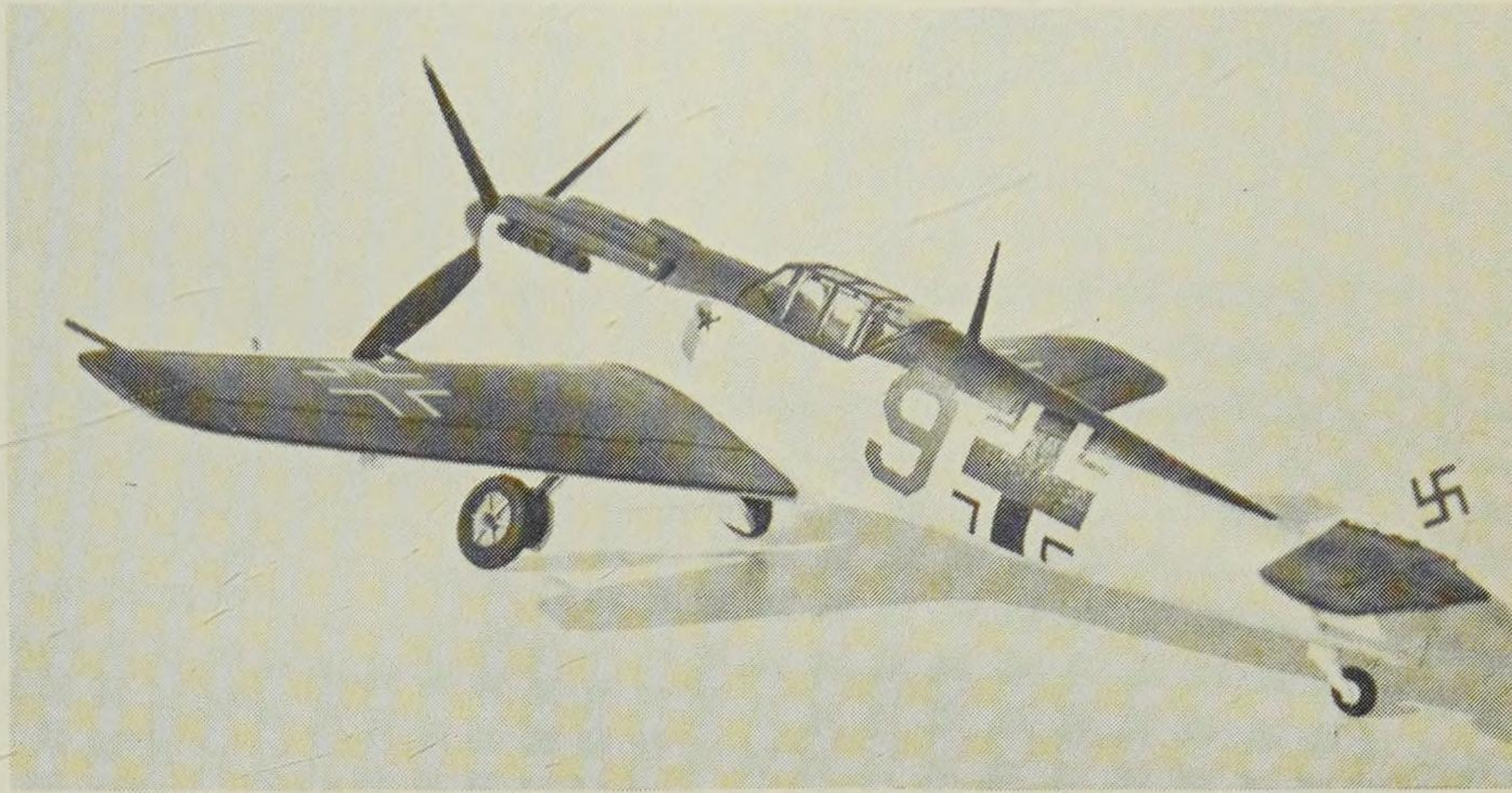
Black	White
Red	Blue
Light blue	Natural Metal
Dark Green	Ext. Dark Green
Olive Green	Dark Earth
Dark Blue	Yellow



length. Add the pitot tube from stretched sprue. If building a Spanish Air Force machine, add the wing cannon and leading edge fences; if a film aircraft is desired, make the changes and additions mentioned earlier.

Leave the canopy until the model has been painted. Using an airbrush, I applied the lighter green first, then the darker, and finally applied the light blue with a brush. The kit transfers should have been suitable but weren't. The backing film was so thick that they would not even bend over the curve of the wing permanently, so after much frustration I discarded them and used the superb Letraset offering on sheet M.25. The Swastikas come from an Almark decal sheet and code letter '9' from Stoppel. The badge on the nose was hand painted on clear decal and slid into position. Paint the interior, then glue on the canopy and finish the detail painting.

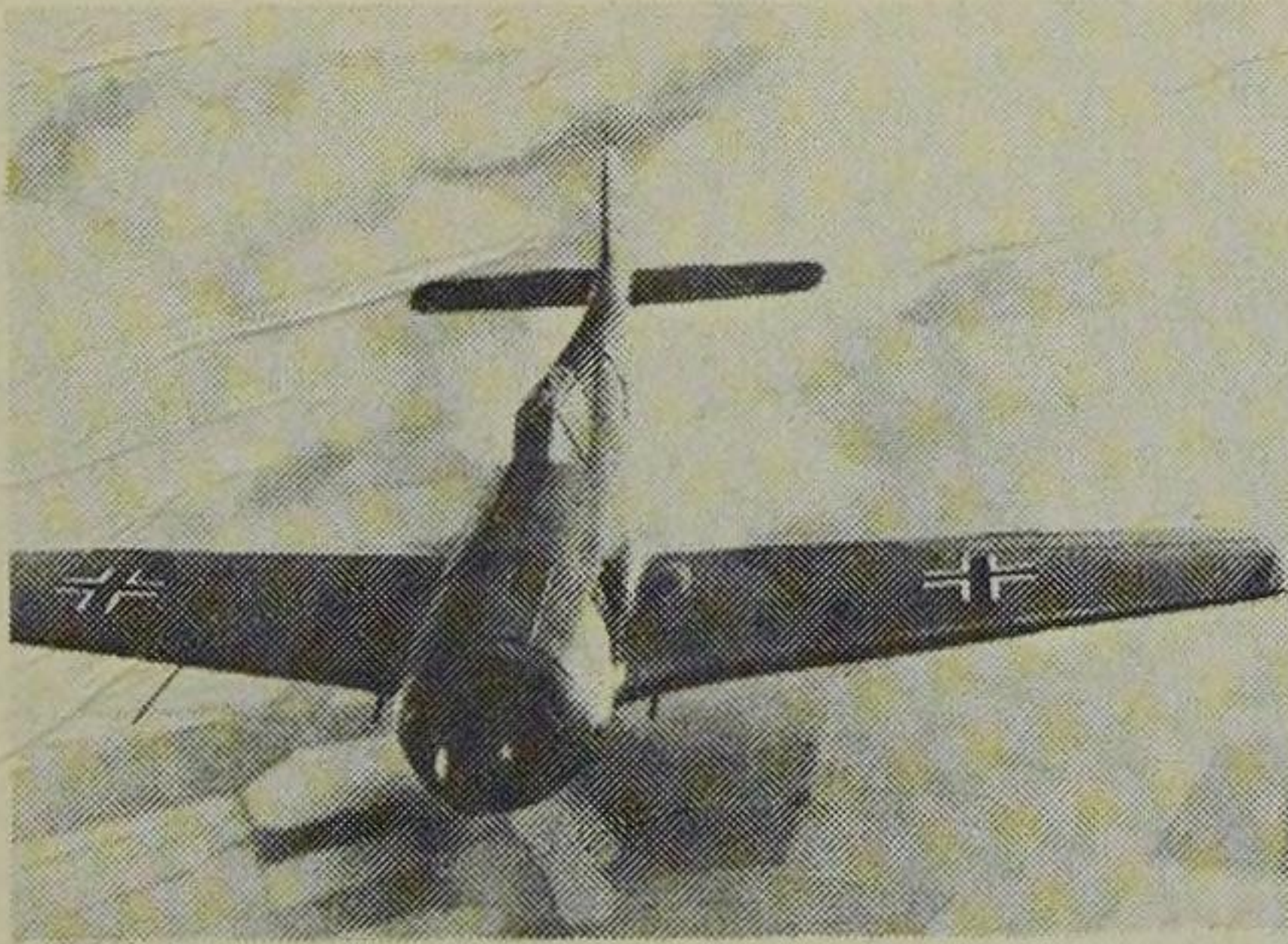
UPPER RIGHT: One of the 'Battle of Britain' film aircraft modified to give a vaguely 'Emil' appearance - tail struts and chipped wings (Jerry Scutts). RIGHT: Author's model made as described, based on Frog kit - but Jo-Han kit is also suitable. BELOW: Spanish aircraft with added beacon housing under fuselage. Note German-style warning triangles (Pilot Press).



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model & Kit review

①



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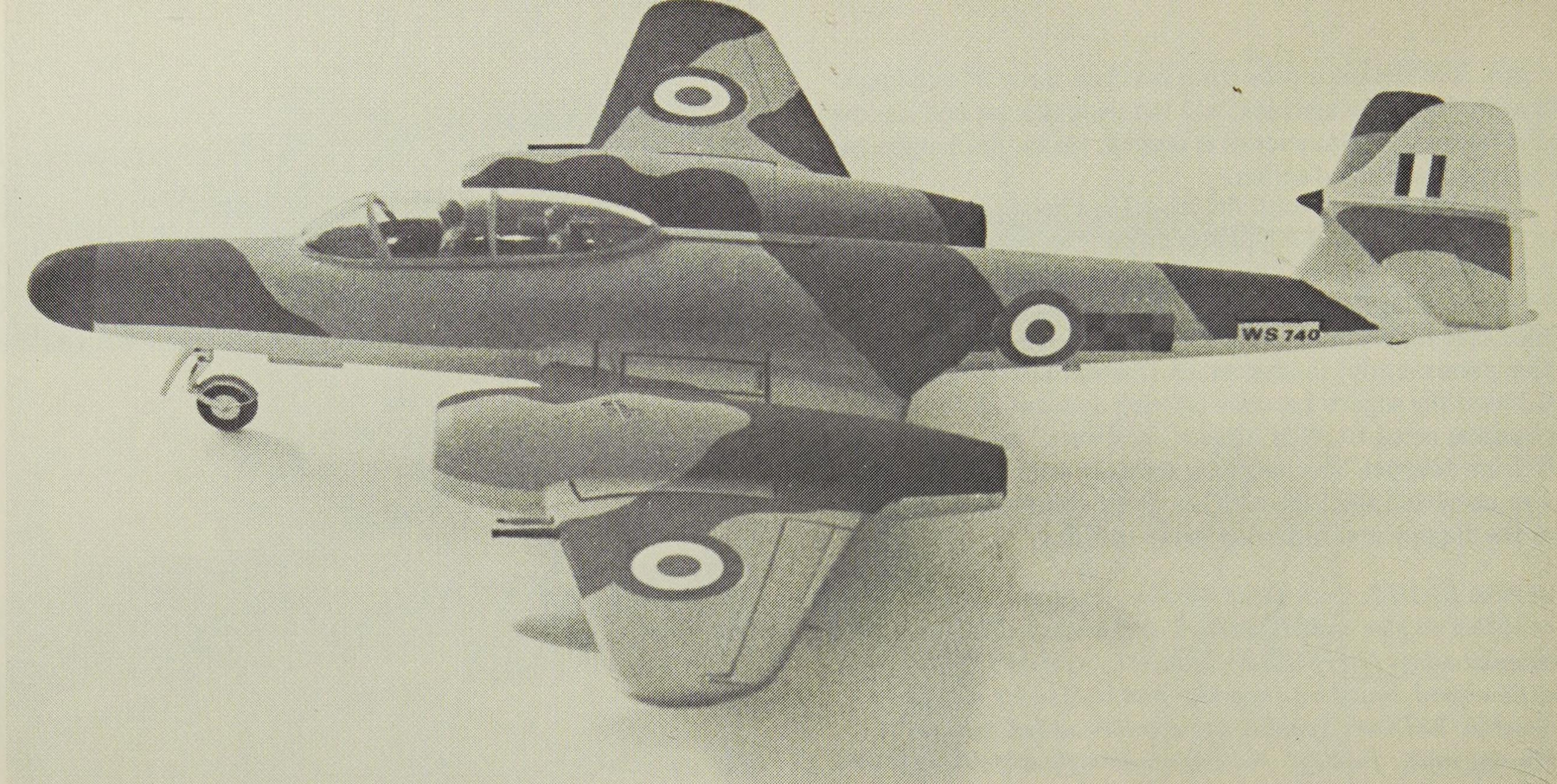
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Modelling the Meteor NF 14

1:72 scale Meteor night-fighter conversion

Mike Gething

THE final production version of the Meteor night fighters produced by Armstrong Whitworth was the NF14. This was the first version to feature the clear-vision canopy, and also had a lengthened fuselage, some 17 inches longer than the original version, the NF11. The first NF14 to fly was WS722, on October 23, 1953, whilst the last to be delivered to the RAF was WS848, completed on May 31, 1954. The Meteor NF14 equipped night fighter squadrons in Britain, Germany, the Middle East and the Far East. In fact, it was the Singapore-based 60 Squadron that was the final front-line Meteor Squadron in the RAF, and it finally gave up its 'Meatboxes' in August, 1961, exchanging them for Javelins.

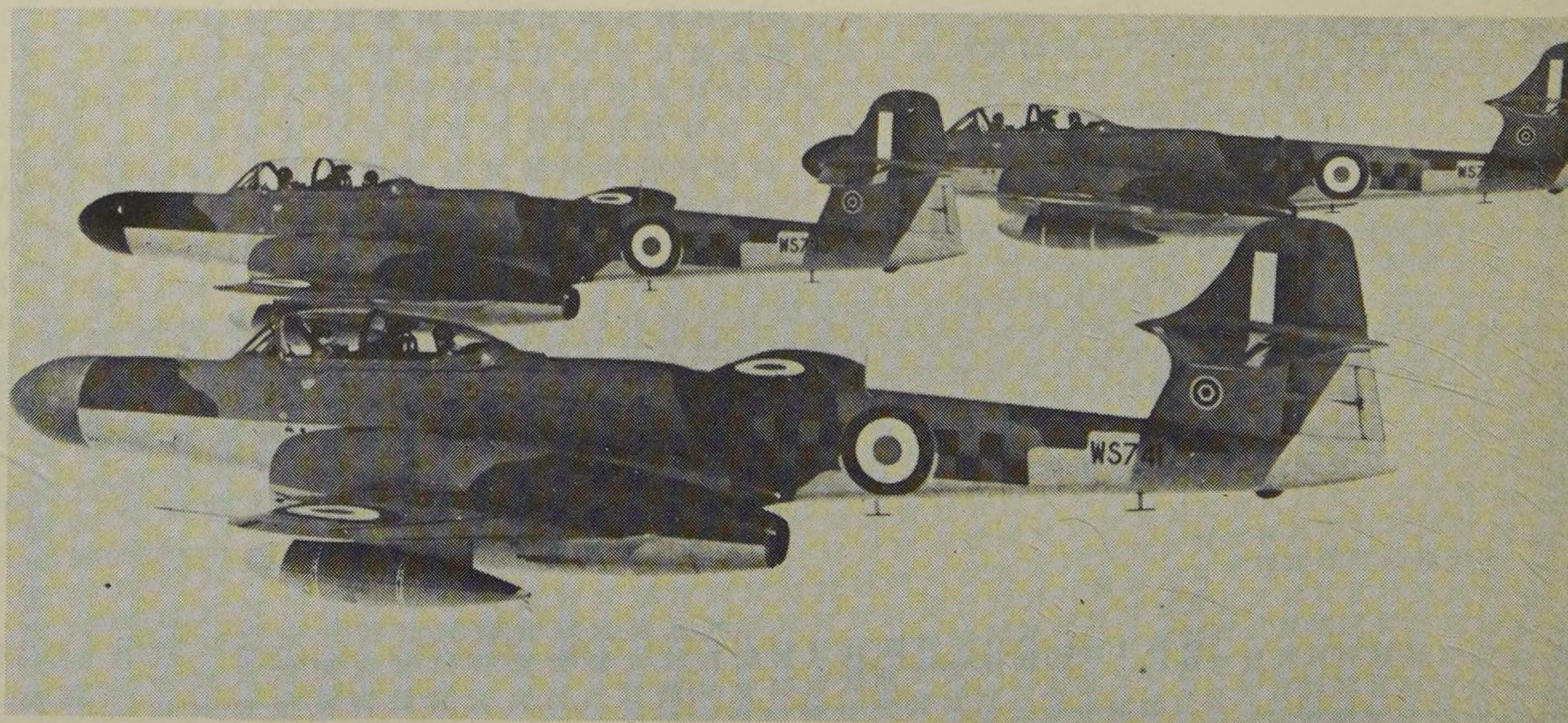
Until recently, the Meteor was a rare bird amongst model collections, unless you were old enough to have acquired the old Frog Meteor F8. However, with the release during the past two years, of the Frog F4 and the Airfix Mk III, together with the Airmodel F8 conversion kit, it is now possible to recreate that mightiest of Meteors, the NF14. In the December, 1972

edition of *Scale Models*, Bryan Philpott went into the Meteor in great depth, giving drawings and details for modelling just about every mark. He mentioned the NF14, but only in passing. The article is intended to fill this gap in the coverage of this famous aircraft.

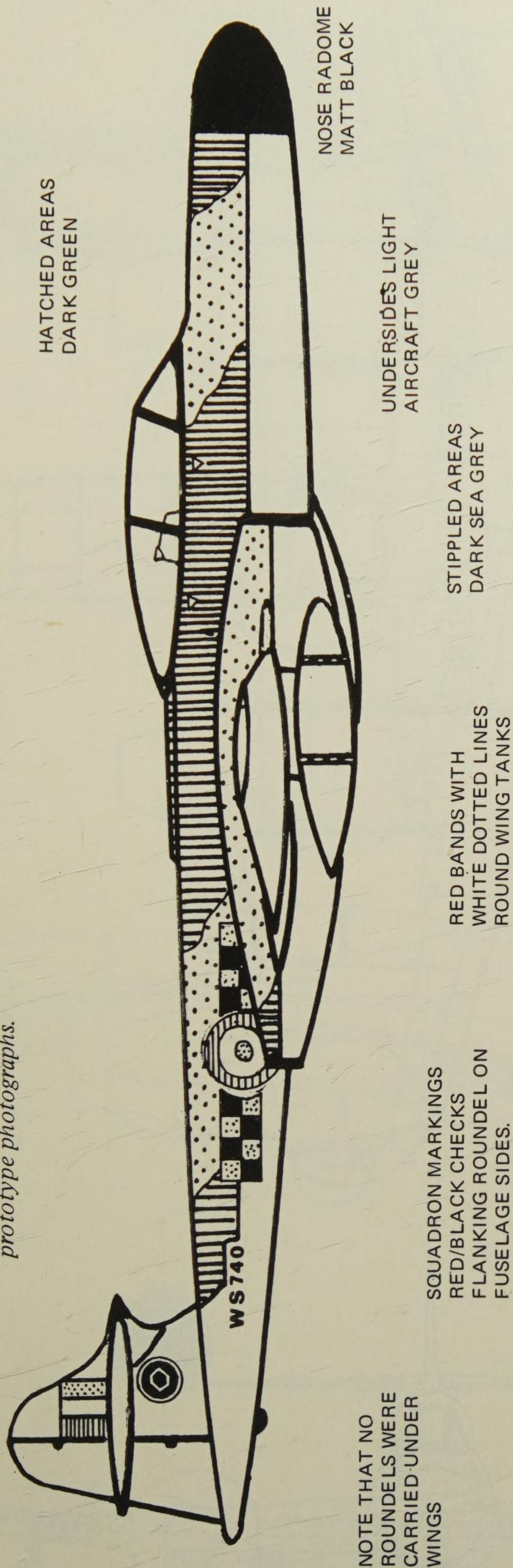
My own model of the NF14 which illustrates this article, was in fact converted from the old Frog F8 kit. I was lucky in acquiring several examples from New Zealand three years ago. I am informed however by my source in New Zealand, that the kits are no longer produced. So in this article, I have referred to the Airmodel F8 fuselage, the engines and inner wings from the Frog F4, the outer wings from the Airfix Mk III and the canopy from Airmodel canopy set No 108. The drawings with this article should provide all the details required for the actual construction. The side view gives the markings for one variant, and there are plenty of reference sources from which to extract other schemes. Some books which are available for further reference include The Gloster

TOP OF PAGE: Author's model is based on old Frog Meteor Mk 8 kit, but Airmodel conversion kit gives similar result.

RIGHT: Meteor 14s of 85 Sqn, RAF West Mallang in 1954. WS740, subject of author's model is leading the flight (Armstrong-Whitworth Ltd - NF345).



Armstrong-Whitworth Meteor NF14 of 85 Sqn, RAF, 1954. Basic colour scheme is shown here. Study this drawing in connection with model and prototype photographs.



Meteor by E. Shacklady, *Combat Aircraft of the World* by J.W.R. Taylor and the *classic Fighter Squadrons of the RAF* by J.D.R. Rawlings.

MODELLING THE METEOR

Stage one: As this is a complex conversion requiring parts from several sources, I have given a check-list, and it is wise to ensure all the parts are to hand before commencing work.

- 1 Frog Meteor F4: Wing/engine assemblies, belly and underwing tanks.
- 2 Airfix Meteor Mk III: Wing/engine assemblies, full undercarriage, pilot and seat.
- 3 Airmodel Canopy Set 108: Canopies for Meteor NF14, T7 and BAC 167.
- 4 Airmodel Conversion Kit 144: Meteor F8 fuselage and tailplanes.
- 5 Balsa wood for the nose extension, plastic card for interior details, stretched sprue for aerials.
- 6 A second Airfix pilot and seat (preferably from the Meteor III).

Stage two: The Airmodel F8 fuselage is cut out and trimmed to shape. In order to get the two halves to mate flush, the following method of sanding is recommended: find a flat surface (say an old drawing board) and pin a sheet of medium/fine 'wet and dry' emery paper to same. Taking the fuselage halves, joint line to the paper, and applying some water, the joint line can be sanded flat evenly over the whole length of the fuselage. One word of warning; keep checking your edge so that you don't sand too much away – and use a circular motion for even sanding. Once this has been completed to your satisfaction, the two fuselage halves can be cemented together using a liquid cement, and set aside to dry for at least 24 hours.

Stage three: Turn now to the Frog and Airfix wing/engine assemblies. The basis of this part of the operation is to mate the outer wing panels of the Mk III to the engine and inner wing panels of the F4. The internal engine detail can be omitted on the Airfix Mk III wings. These are set aside to dry with the fuselage. Before putting away the emery paper board, it is advisable to cut out, trim and sand the tailplane assemblies of the F8 kit at this stage. They too, can be cemented and set aside to dry.

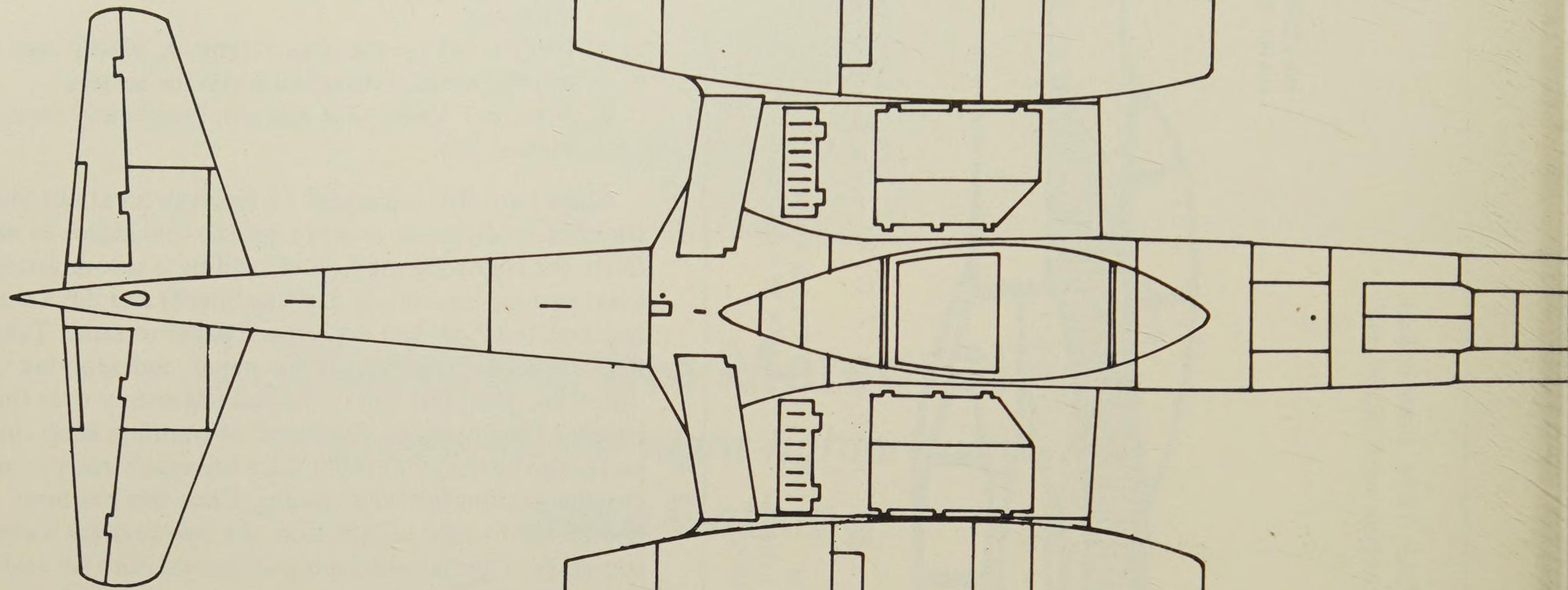
Stage four: Taking the now complete F8 fuselage, cut off the nose through the gun ports and insert a length of balsa wood to form the new nose. The length of the nose from the F8 fuselage joint is 42mm, and using the plans provided, the balsa should be shaped accordingly, and finally cemented (using an impact adhesive such as UHU) into the fuselage, and set aside to dry. The Airfix Mk III wing/engine assembly is now taken and the outer wing panel cut along the panel line where it joins the engine, and the cut cleaned up. The Frog F4 is then treated in the same way, only the cut being on the wing panel side of the panel line, and the engine side of the cut cleaned up. This is done for both port and starboard wings, and then using plastic car 'tongue' reinforcing, the engines joined to the outer wing panels, so that the new wing corresponds with that as shown on the plans.

Stage five: Assemble the undercarriage (although do not affix to the aircraft) and paint. The aircrew and seats can also be done at the same time as can be the underwing tanks.

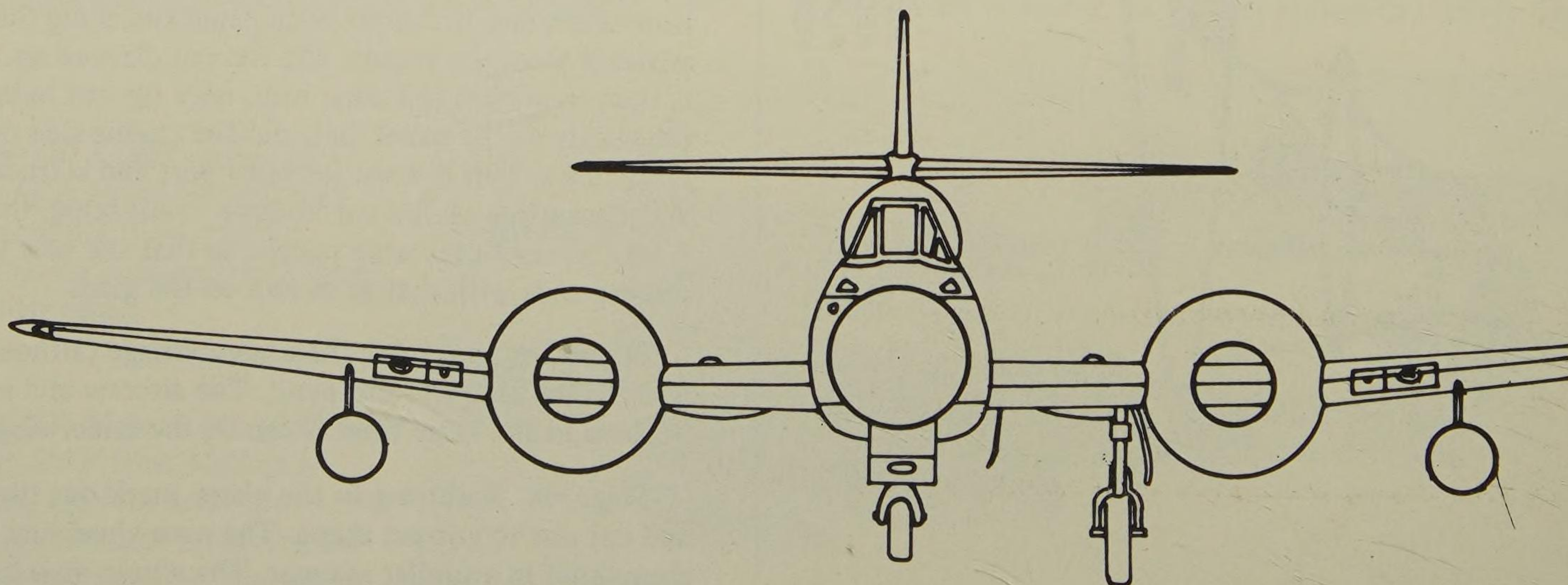
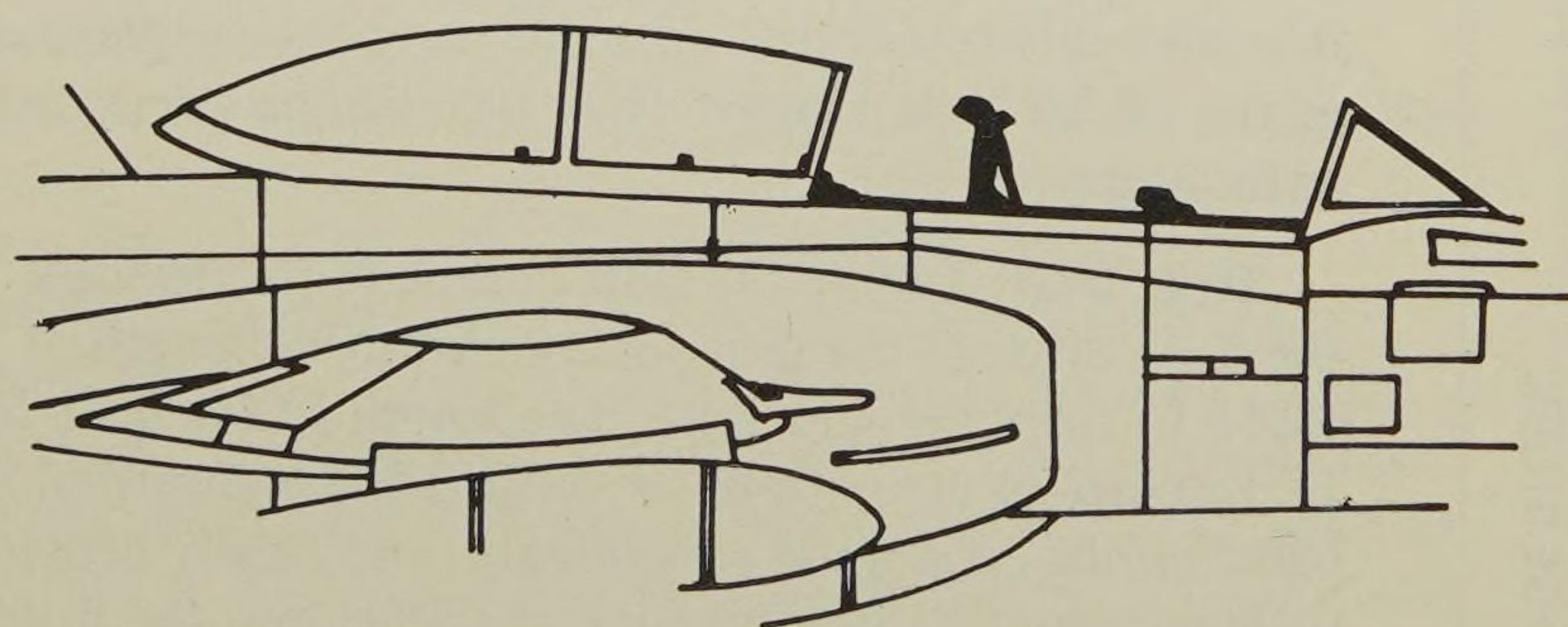
Stage six: Referring to the plans, mark out the cockpit area, and cut out to correct shape. The nosewheel bay can be completed in a similar manner. The whole nose can then be

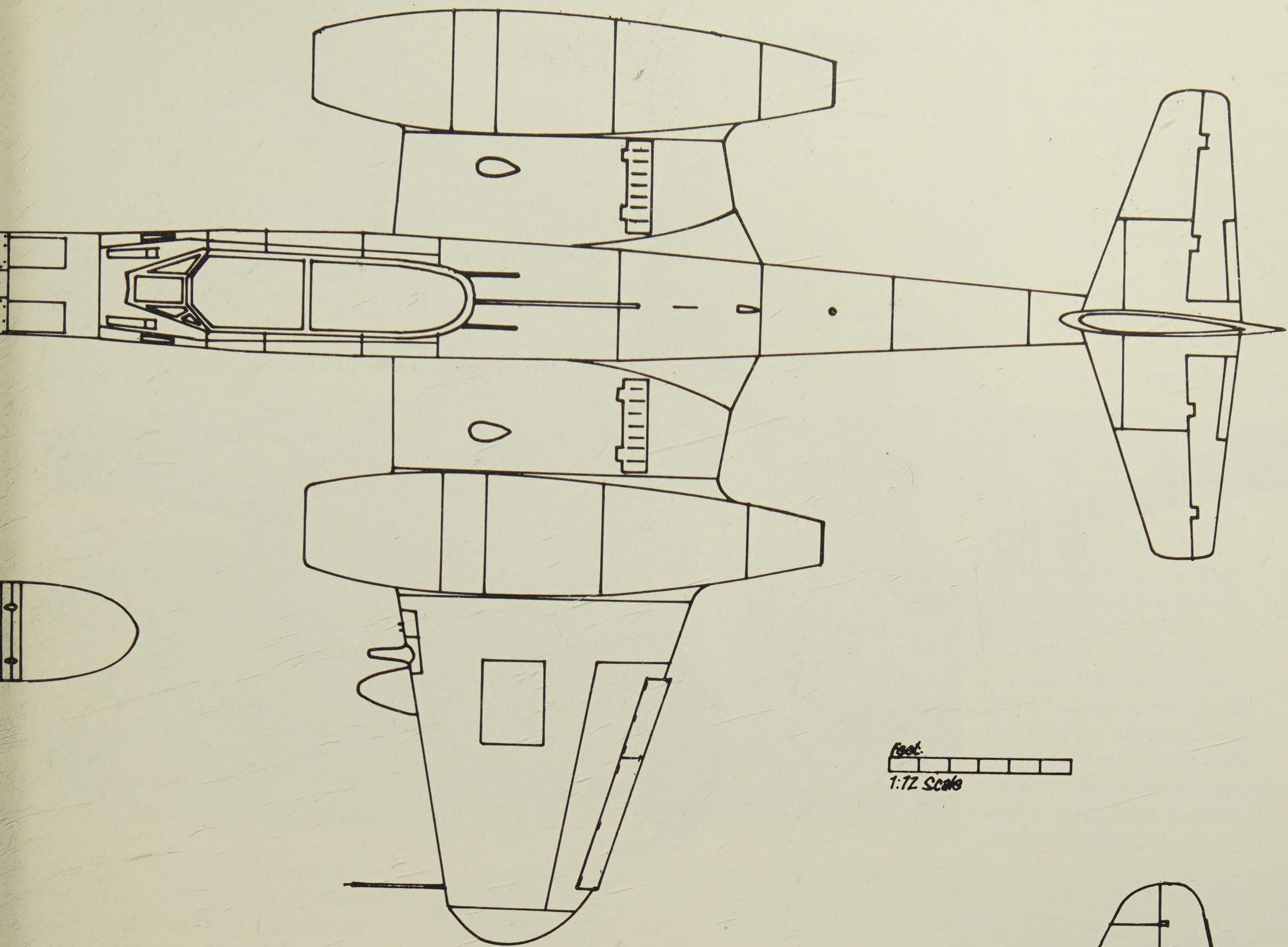
Continued on page 26

ARMSTRONG WHITWORTH METEOR N.F. 14

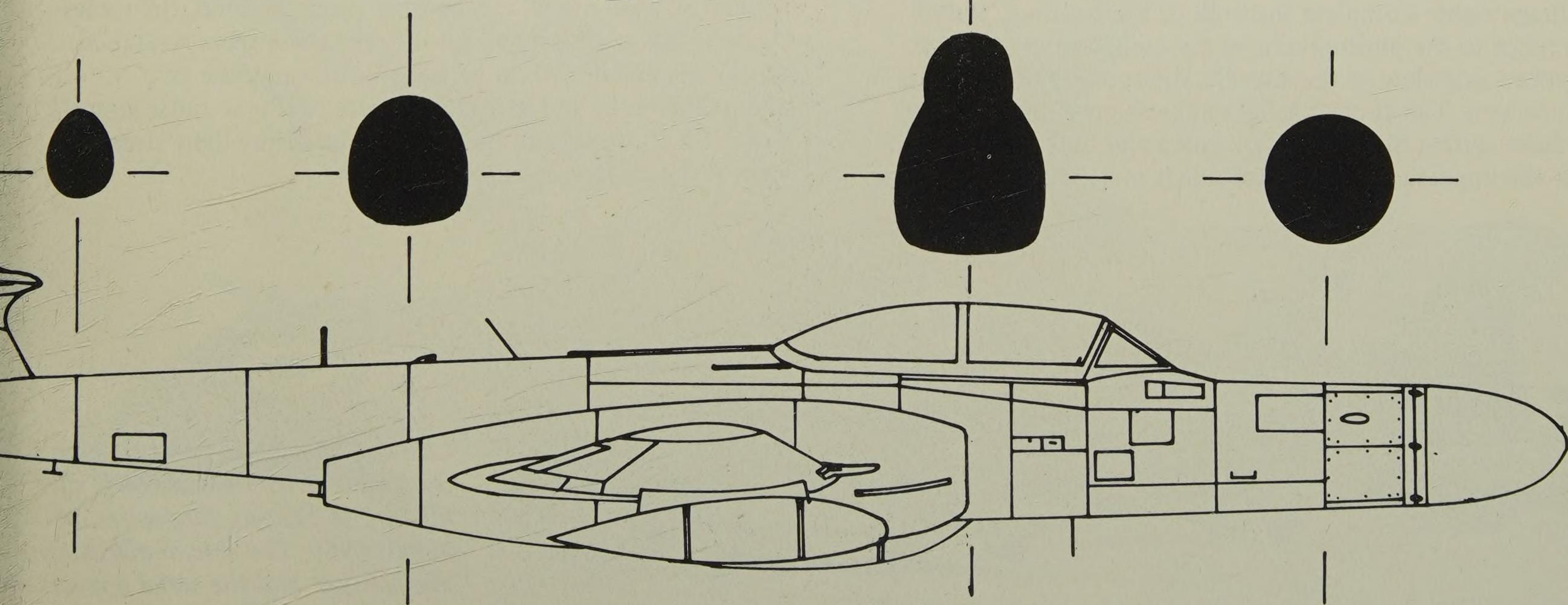
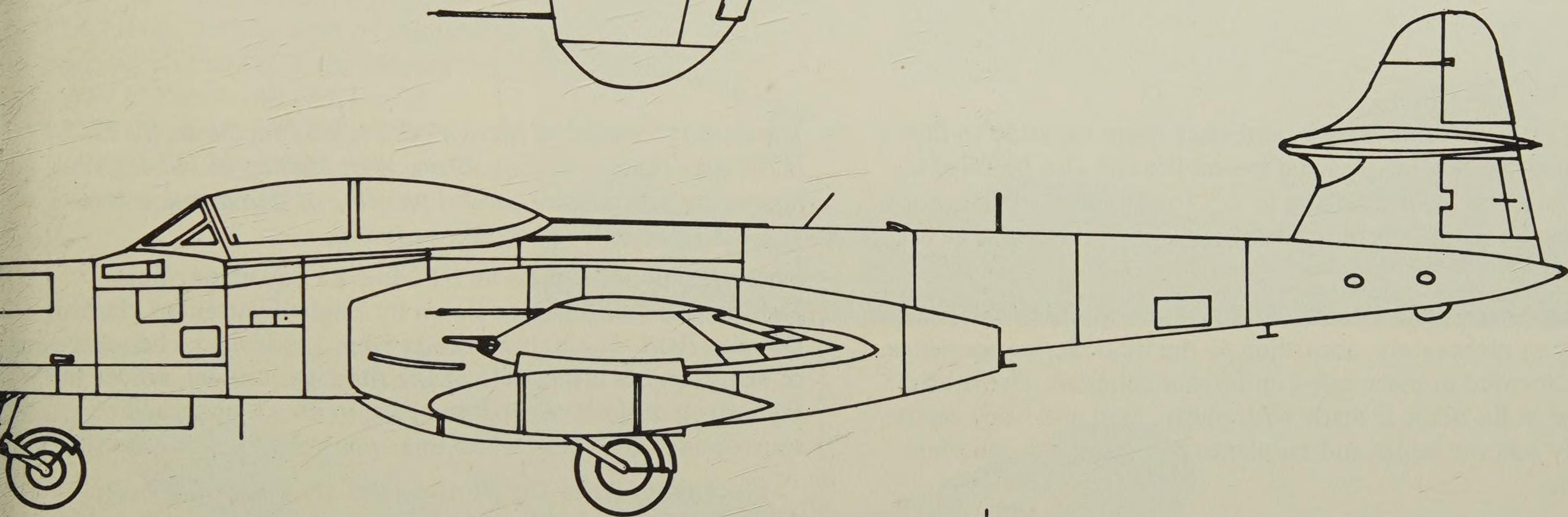


drawings by
Alan C.M. Laird





Feet
1:72 Scale





sealed with talc and varnish, and once more set aside to dry. The joints in the wing/engine assemblies can also be filled if necessary and sealed, leaving to dry for 24 hours. The canopy can also be cut out, and trimmed and sanded to shape at this stage.

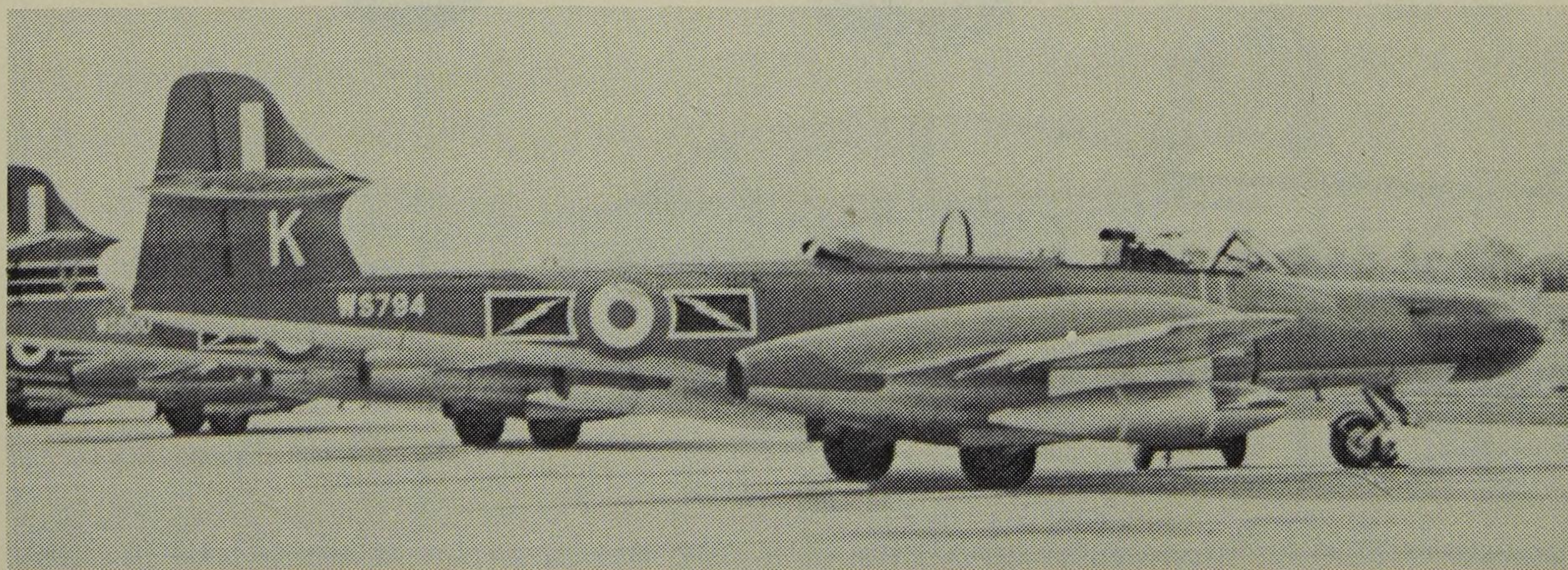
Stage seven: The internal detail can be added in the cockpit, simply or elaborately, according to the modeller's experience, and cemented in place using an impact adhesive. The subtle change in fin shape is made with plastic card and body putty. Finally add the wings and tailplanes to the almost complete model.

Stage eight: Complete the bulk of the painting, and by reference to the photographs of my complete model and sketched side view of the aircraft, the actual pattern as can be determined. The aircraft is light aircraft grey on the undersurfaces, with a disruptive dark green and dark grey pattern over the uppersurfaces, the radome is matt black. My

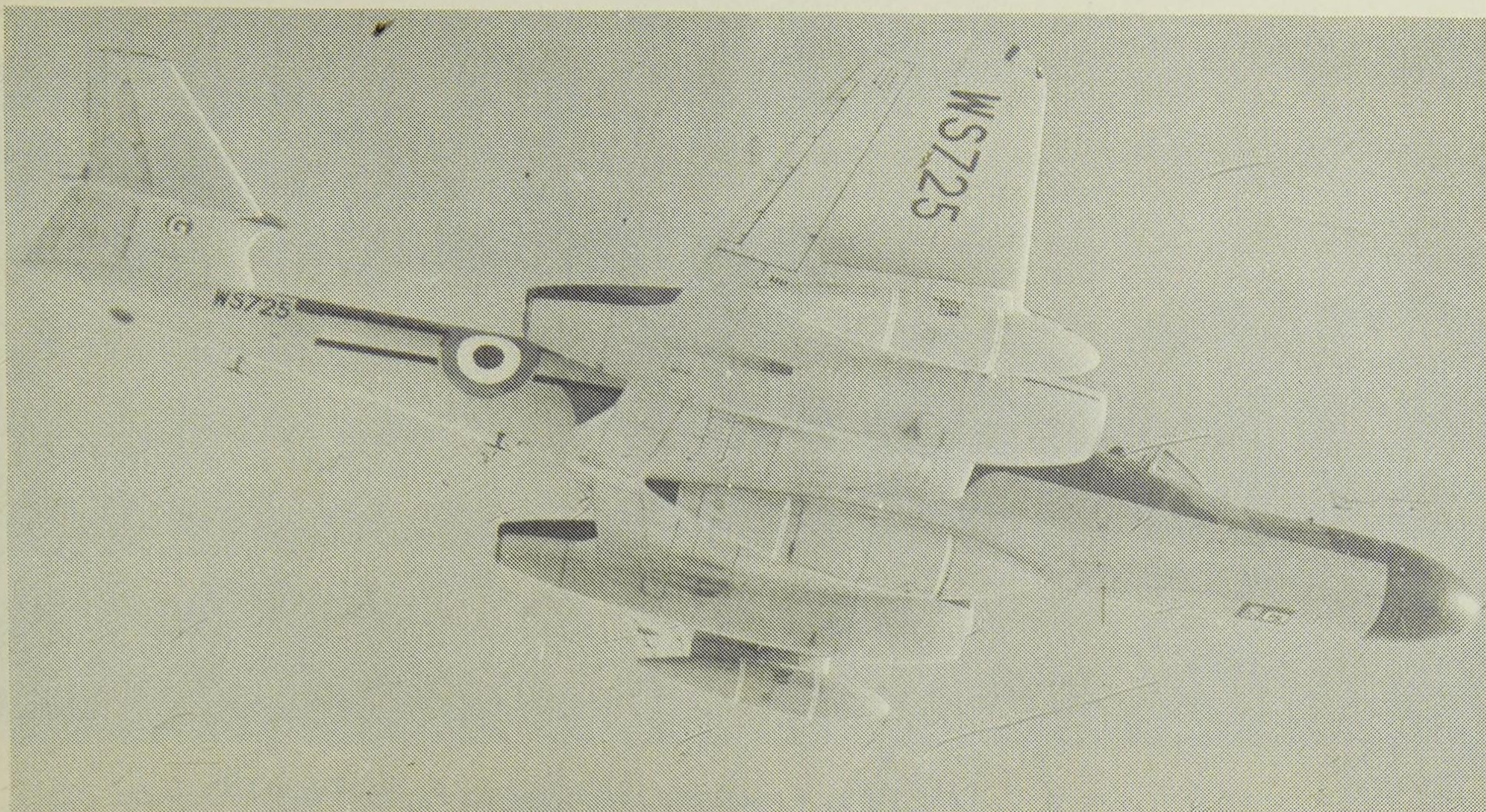
The author's model of Meteor NF14, WS740, flown by Flt Lt H. Douglas-Reid of 85 Squadron, West Mallang in 1954. Crew figures are just visible. Careful painting of demarcation line and wing leading edge should be noted.

particular model depicts an NF14 of 85 Squadron, West Mallang, 1954, WS740, as flown by Flight Lieutenant Hamish Douglas-Reid. The unit markings were a red/black chequerboard of eight squares either side of the fuselage roundel, whilst the Squadron insignia of a white hexagon on a black circle surrounded by a thin white line, was positioned on the fin.

Stage nine: After the painting and markings have been applied and the model can be once more handled, the undercarriage, wing cannon and pilot tube (made from stretched sprue) and aerials should be added. Although the two underwing tanks and belly tanks were optional, most aircraft flew with all three, and they were painted the light aircraft grey of the undersurfaces.

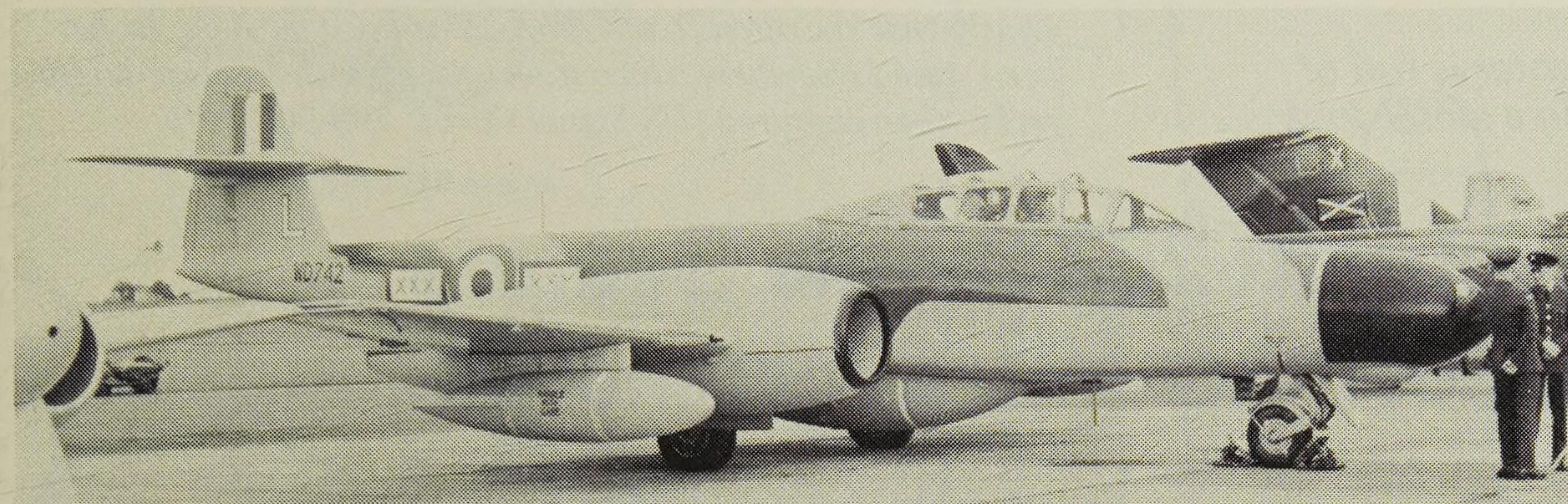


LEFT: Typical late paint scheme for a Meteor NF14, WS794:K of 60 Sqn, at Tengah, Singapore, in March 1960. The side demarcation line is lower and the serial appears in white (Roger Lindsay).



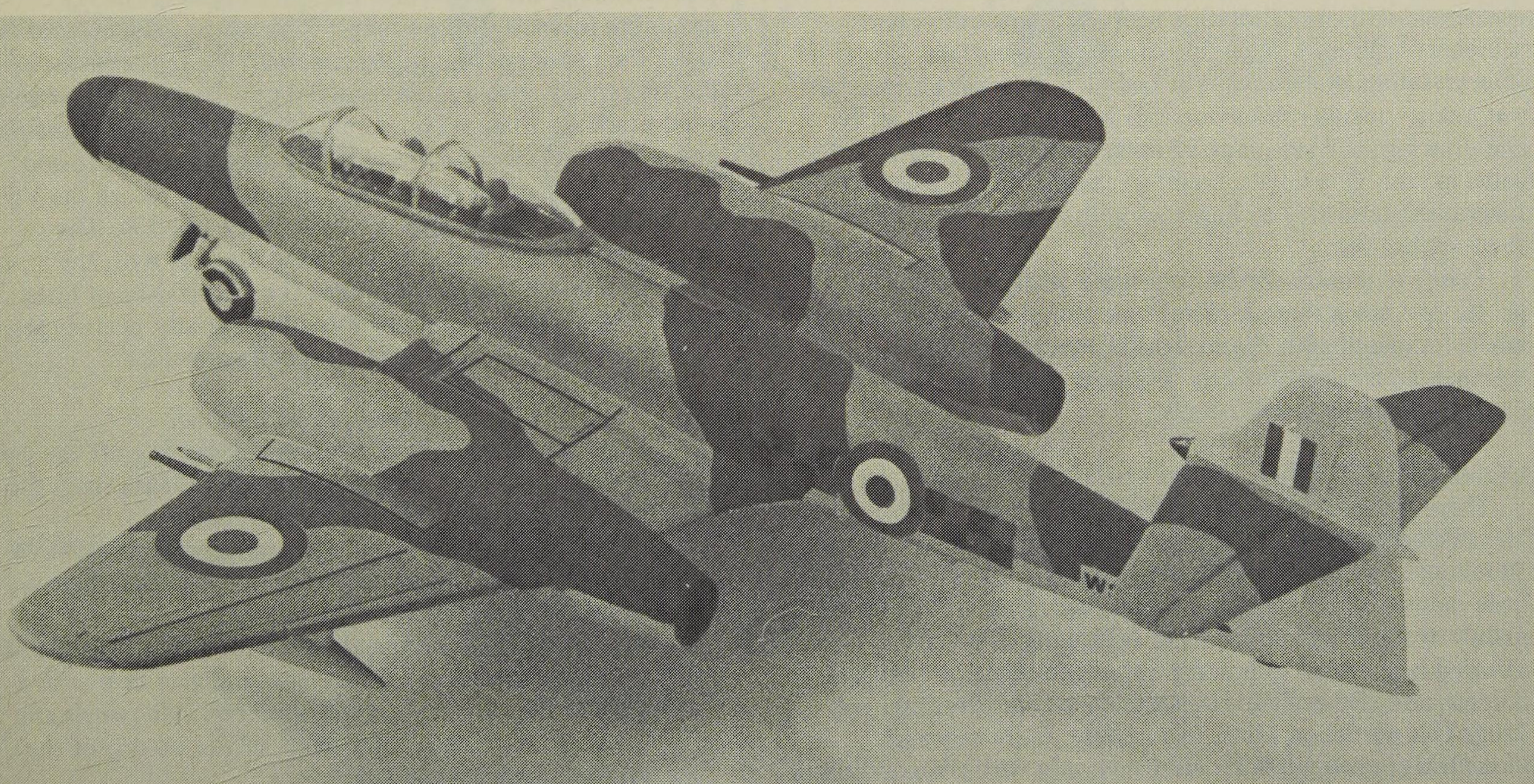
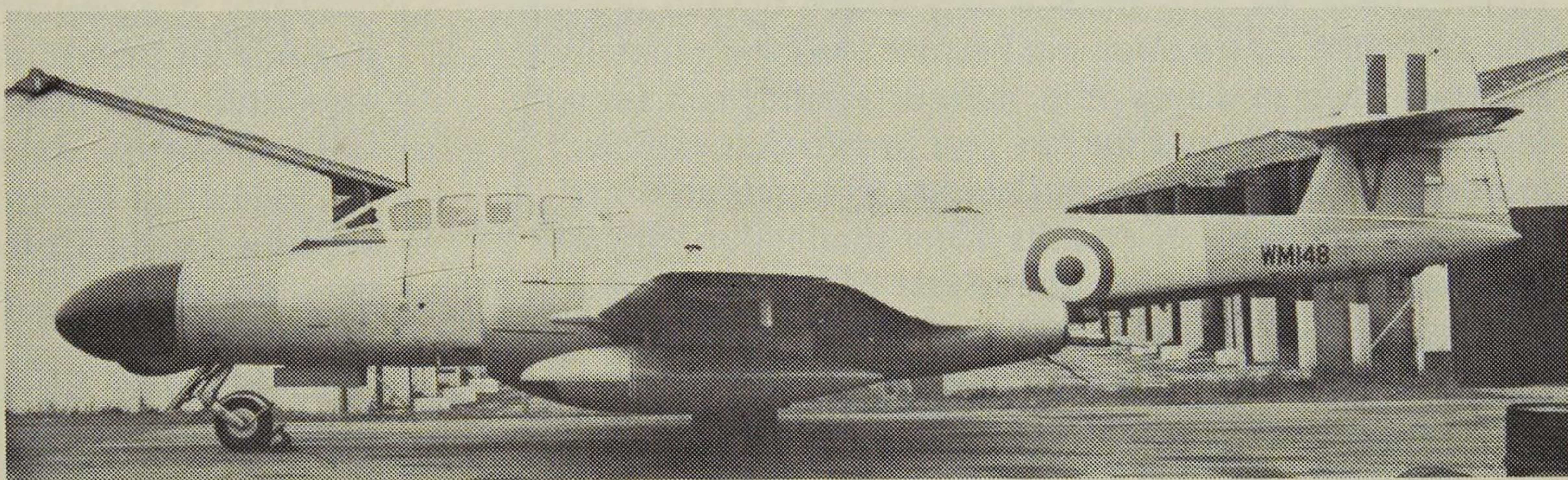
LEFT: Underside view of Meteor NF14 WS725 shows how well the light aircraft grey merges into a clear sky or cloud background. Note absence of underwing roundels serial position, markings on wing and belly tanks, and the small aerals beneath the fuselage (MOD).

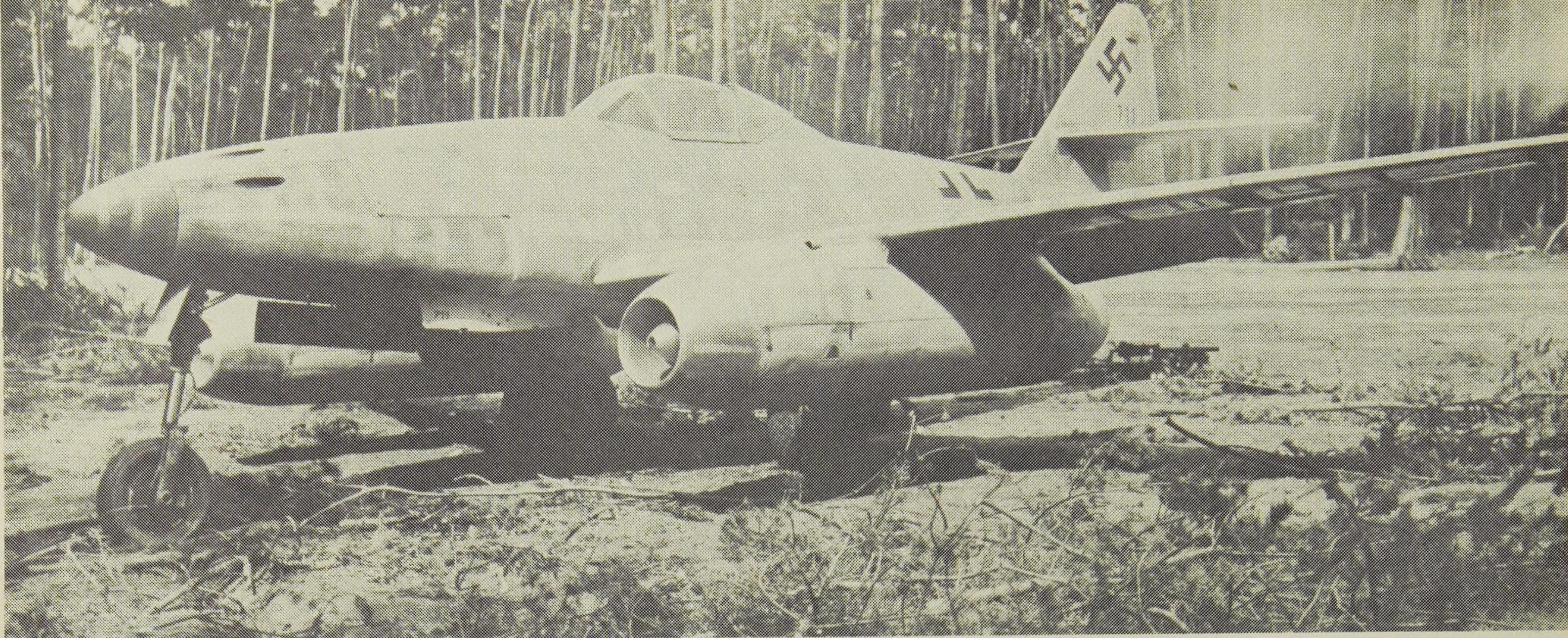
Model photographs by author



LEFT: The Meteor NF11, another model conversion possibility had the heavily framed canopy. This is WD742:L of 29 Sqn at Acklington in September 1957. Squadron marking is red XXX on white rectangle edged with red. White code letter is edged red and radome and jet intake lips were black (Roger Lindsay).

RIGHT: Yet another conversion possibility on the lines of this article would be the TT20, an adapted NF11. This is WM148:V of 3 CAACU, Exeter, in July 1963 (Roger Lindsay). BELOW: Another view of the model.





Much modelled Luftwaffe jet fighter is full of pitfalls for the unwary. Join us in a closer look.....

Hans Fay's machine following its landing at Rheinmain airfield. This photograph, taken only a few days later shows clearly that the aircraft was an A-2a and not an A-1a, as has been stated elsewhere, since it was fitted with fuselage bomb racks when captured (US Signal Corps: 798-207560).

Messerschmitt 262 Single Seaters

DETAILED COVERAGE BY LES WHITEHOUSE

CONSIDERABLE controversy has always surrounded the Messerschmitt Me 262, and it is only within the last few years that sufficient information has become available generally to ascertain the true shapes of its more interesting test aircraft. Indeed, it was not until the last year or two that sufficient research had been done by enthusiasts to enable accurate drawings to be made of even its major production variants! Fortunately, mid-1969 saw the release of a good drawing in the form of MAP plan AJ 2891 and this, together with William Green's 'Warplanes of the Third Reich', provides a good starting point for any budding researcher.

Probably the greatest stumbling block for any modeller concerned with this aircraft is now the subject of colour schemes – rumours, 'guesstimations' and incorrect interpretation of data being as bad now as it was during the war years - possibly even worse. It is hoped that this article and drawings will see many of these errors at least clarified to some extent. One hopes, therefore, that the enthusiast will forgive the tendency to linger upon the subject of colours and their application.

This first section will be concerned with the initial prototypes since these involve some complex conversion work when compared with the straight production model as represented by available kits. The next section will cover production variants and details.

CONSTRUCTION

There are now four kits available in 1:72 scale for the Messerschmitt Me 262. These are marketed by Airfix, Frog, Revell and Jo-Han. Both the Airfix and Revell offerings are a little dated and are therefore rather inaccurate in certain areas, mainly around the tailplane and engine nacelles. The Jo-Han offering is intended to portray either the single or dual seat models, and also available is the fairly recent offering from Frog. This particular kit is, fortunately, fairly accurate. Modellers choosing this kit are faced only with the addition of

minor details to produce the major versions of this aircraft. Similarly, it is simpler to produce the prototypes from this accurate kit than to utilise one of the other versions with its associated difficulties of both converting and correcting. Unless otherwise stated the conversions mentioned here will be based upon the Frog kit only. Modellers in 1:100 scale have available a good kit from Tamiya while Lindbergh offer a good quarter scale kit.

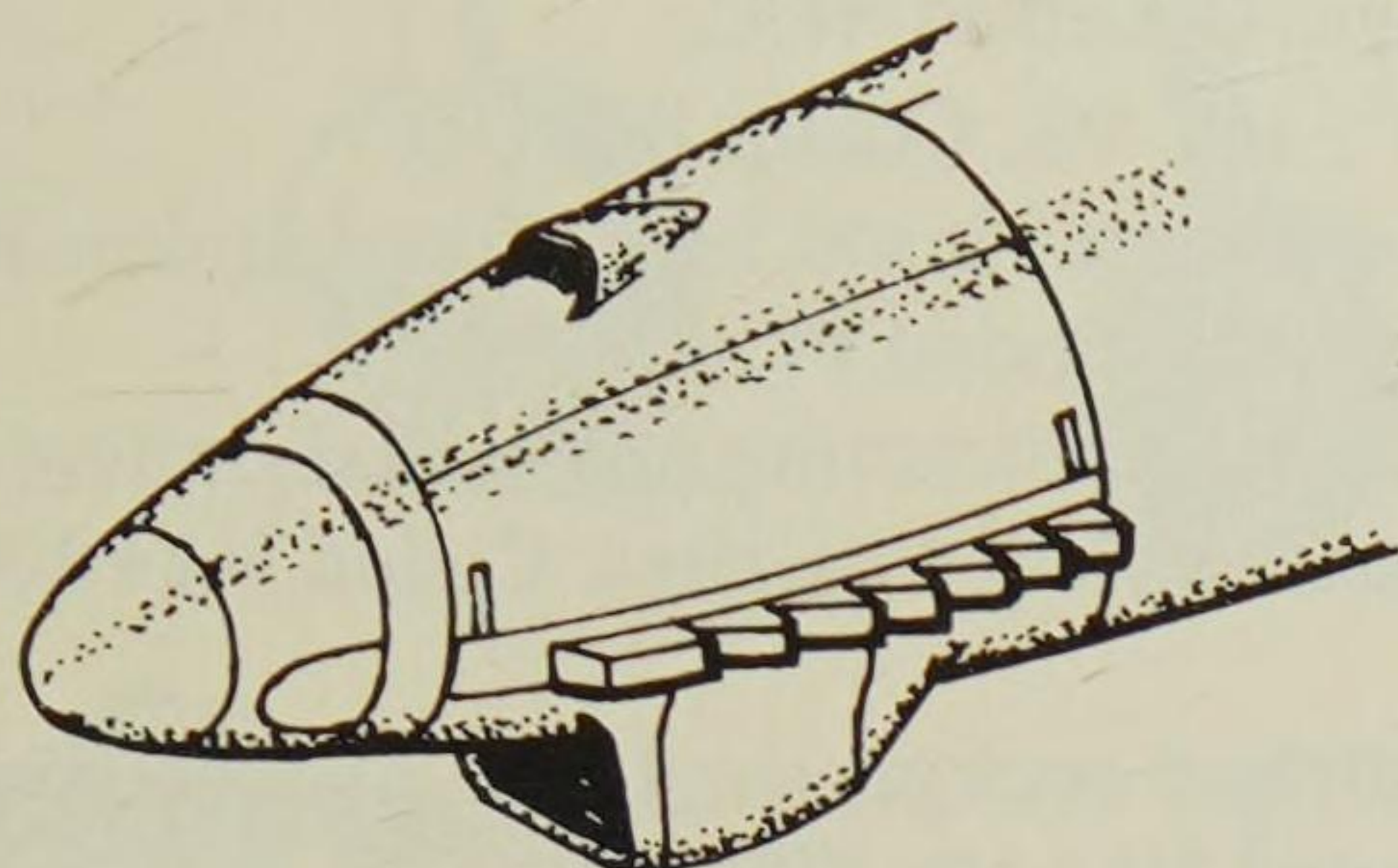
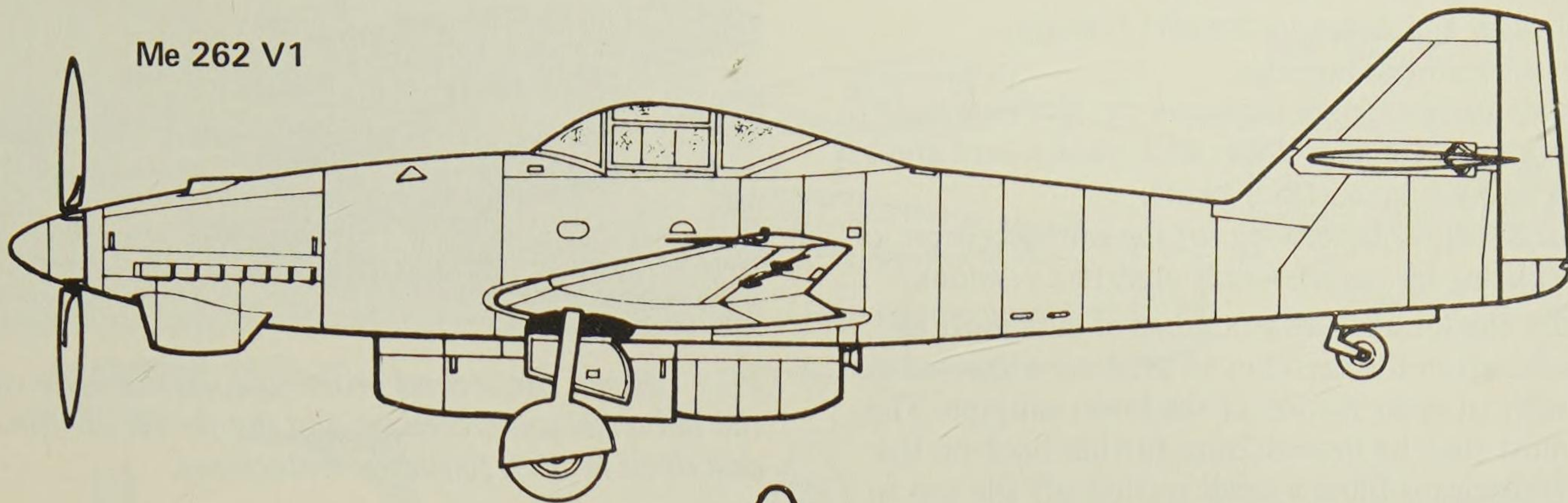
'VERSUCHS' SERIES

Modifications to the fuselage of all 'versuchs' aircraft up to, and including, the V6 involve the thinning down of the moulding forward of the cockpit to produce a flatter profile along the upper portion of the nose and the replacement of the kit canopy with a more rounded unit based upon a curved windscreen. In this case no commercial canopies are suitable and a new part must be produced by carving a pattern and moulding by hand or vacforming. All aircraft before the V6 had no nosewheel bay and so this must be filled in. The simplest way to do this is to build the fuselage with the nosewheel doors shut and to fill in the resulting joint lines. Once these modifications are noted for all early prototypes, then work can start in earnest on specific machines.

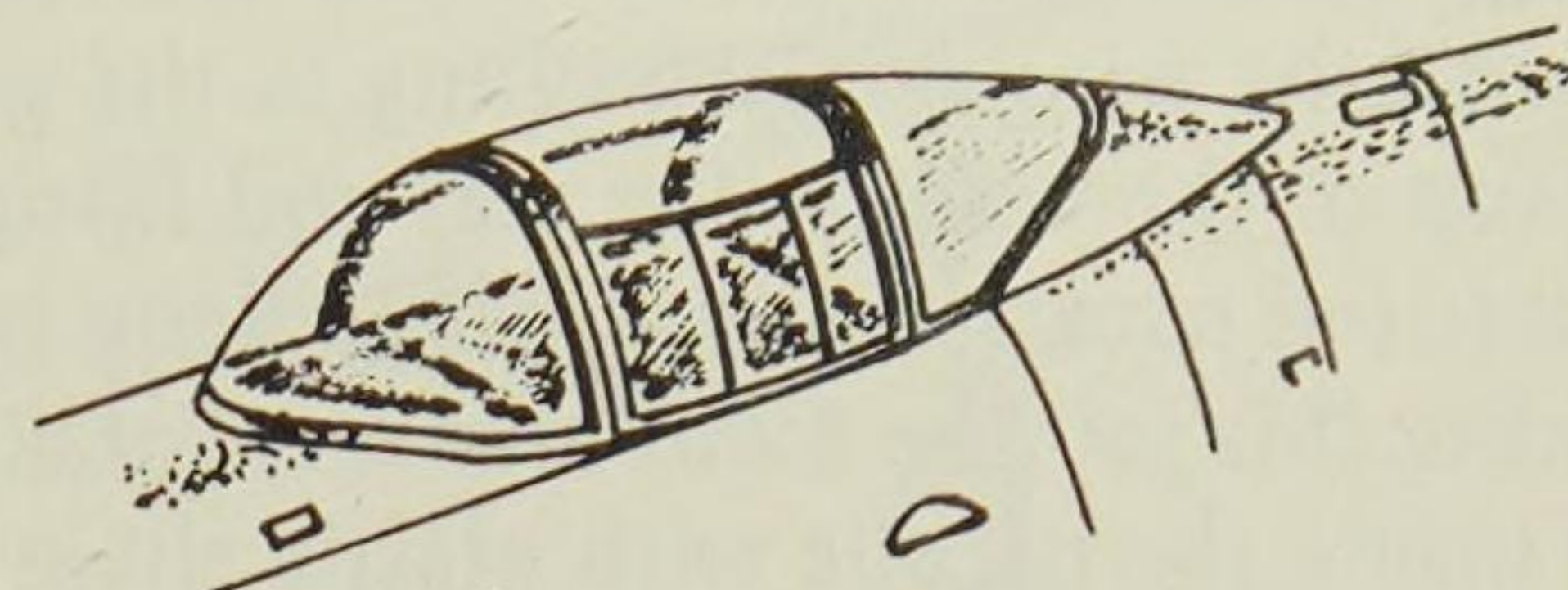
V1

- 1 Continue fuselage modifications by cutting off the tip of the nose. Clean this up, add propeller blades from the scrap box and refit to represent a spinner.
- 2 Before finally cementing the spinner in place however, cut out the slots each side of the nose to take dummy exhaust stacks cut from plastic card.
- 3 Add exhaust stacks and the radiator under the nose. This may be made up as a plastic card radiator box with a thinner plastic fairing made from two side panels and a lower 'tray'. Also add the small intake on top of the cowl from plastic scrap.

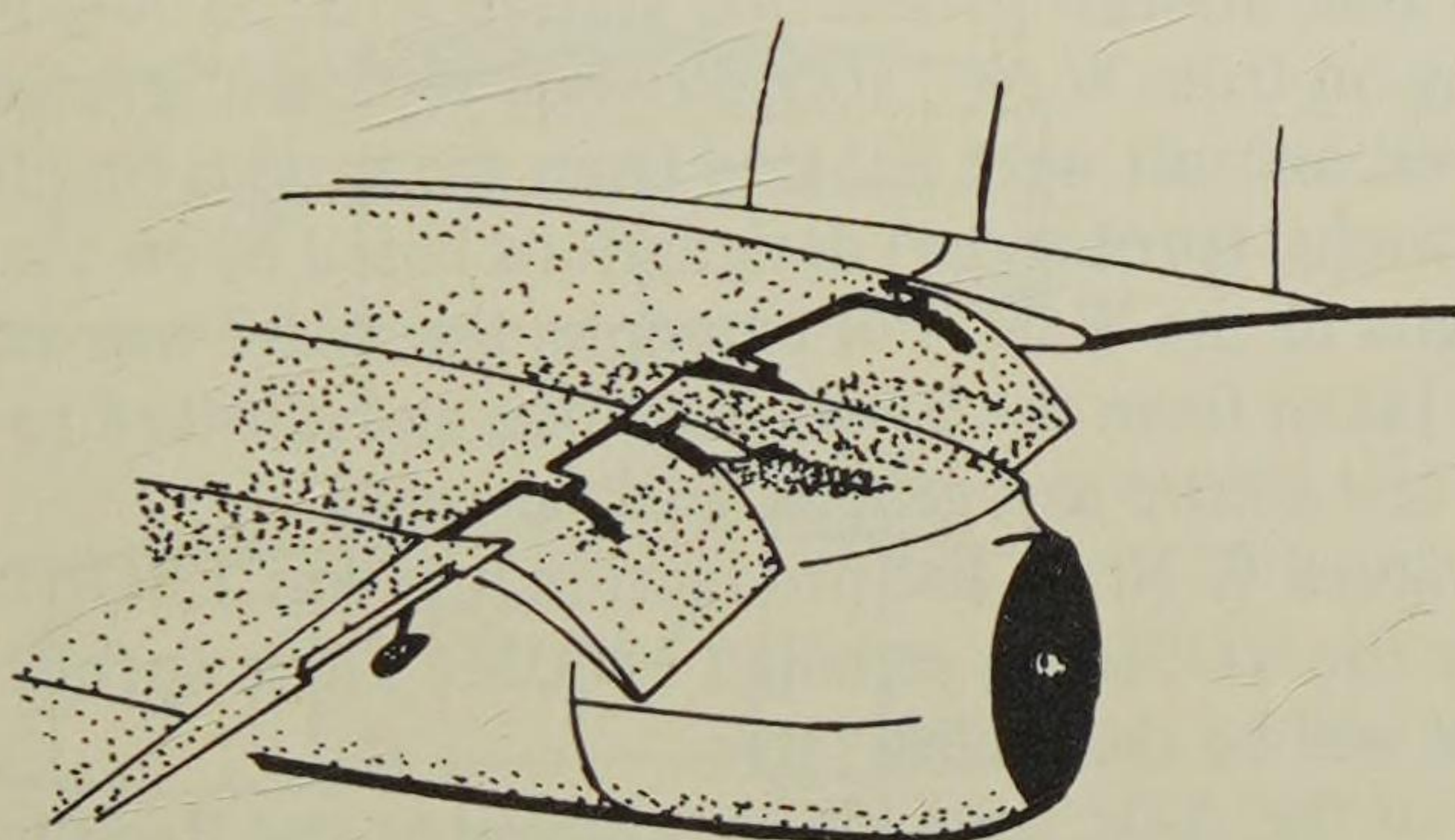
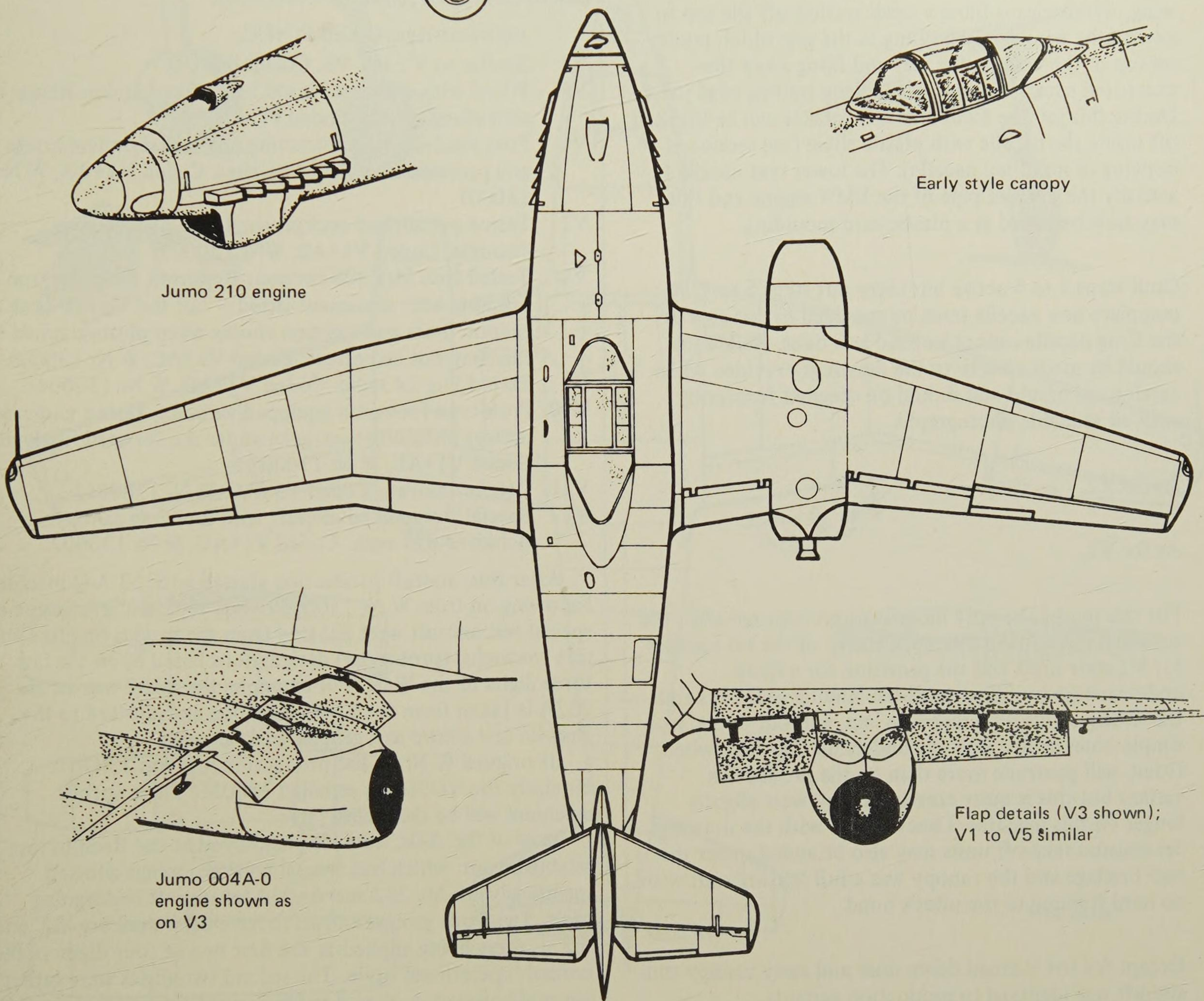
Me 262 V1



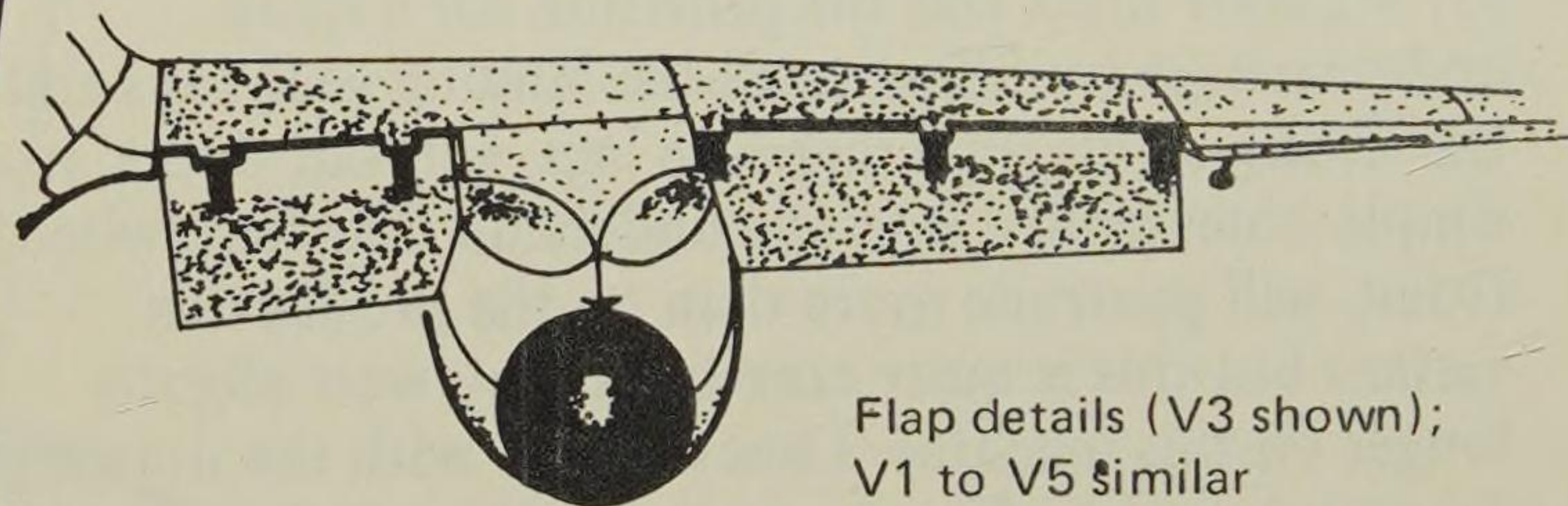
Jumo 210 engine



Early style canopy

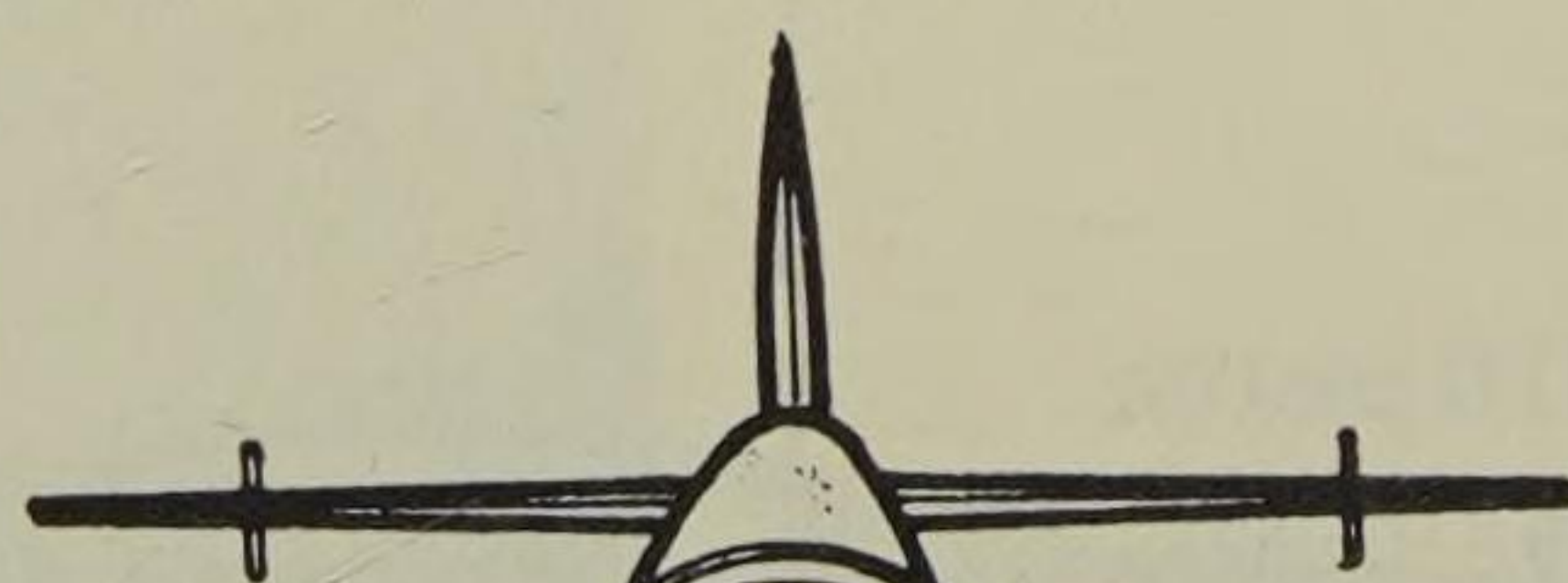


Jumo 004A-0
engine shown as
on V3

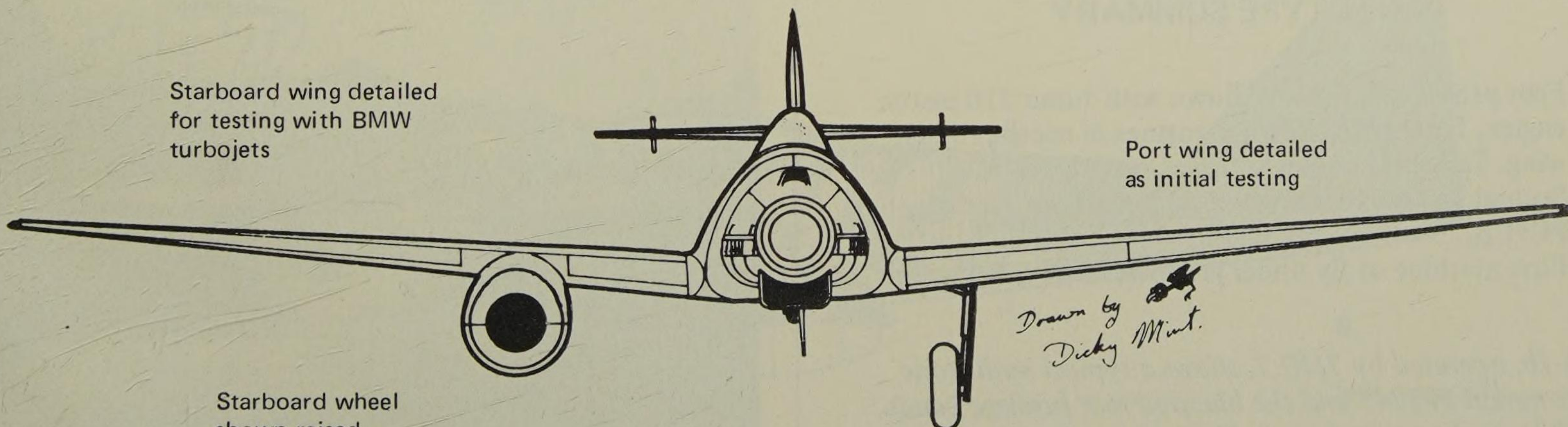


Flap details (V3 shown);
V1 to V5 similar

Starboard wing detailed
for testing with BMW
turbojets



Port wing detailed
as initial testing



Starboard wheel
shown raised

*Drawn by
Dicky Mint.*

- 4 Cut off the top of the fin/rudder unit and reshape. Similarly reshape the tailplane tips.
- 5 Add tailwheel and doors to the rear fuselage.
- 6 Reshape inboard leading edge.
- 7 Fill in main undercarriage bays and cut out new bays further forward. Replace doors with plastic card and kit legs with items from the Bf 109 kit.
- 8 Fill in nacelle slots underwing for the initial version, or replace existing kit nacelles with modified versions.

To modify the kit nacelles a number of cuts must be made as shown in the sketches to produce a shorter nacelle with an open section at the lower tailpipe. The nacelle must then be moved 2mm further back on the wing, which means filing a small section off the top to extend the wing seating, filling in the gap which results on top of the wing at the rear and filing away the unwanted nacelle fairings at the wing trailing edge joint. During this job the front and rear intakes can be blanked off inside the nacelle with plastic sheet (see sectioned drawing of modified nacelle). The lower rear nacelle is actually the bare jet pipe of the BMW engine and this may now be added as a plastic card moulding.

V2

Omit steps 1 to 4 above but carry out steps 5 to 7. A complete new nacelle must be moulded in this case as the Frog nacelle cannot be used as a basis. Reference should be made closely to the drawings provided when carving the mould and should be checked frequently with all available photographs.

V3

As for V2.

V4

As for V2.

V5

For this model the only modifications required after the standard changes are the replacement of the kit nacelles for V2 style units and the provision for a fixed undercarriage by filling in all the landing gear bays and the fitting of the undercarriage legs, without doors, into simple holes drilled into the underside. The legs, when fitted, will protrude more than on the production variant but this is quite correct as they were slightly longer on this machine. Check length with the drawings. Jet assisted take-off units may also be added under the rear fuselage and the canopy was a full 'blown' unit with no hard framing to the pilot's hood.

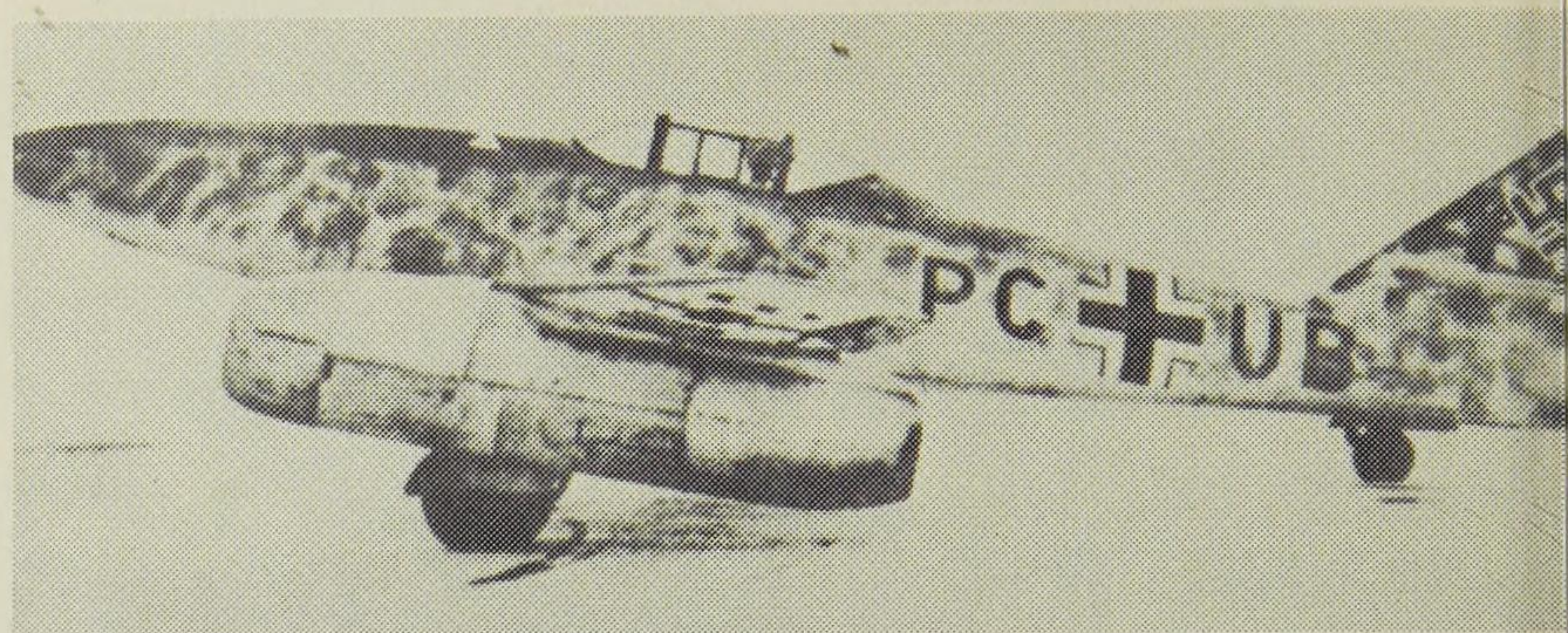
V6

Except for the thinned down nose and early canopy this aircraft was identical to production variants.

PROTOTYPE SUMMARY

- V1 First prototype. Initially flown with Jumo 210 piston engine. Later with BMW jet engines in nacelles under wing. Tailwheel undercarriage. Coded PC+UA.
- V2 Second prototype, tailwheel undercarriage. Coded PC+UB.
- V3 First machine to fly under jet power alone. Tailwheel

This A-1b, operated by 7/JG 7, shows a typical multi-tone wash common in 1945 and the blue/red rear fuselage bands are visible on the original print. Typical missile colours were dark grey bodies, white noses and burnished metal nose cones



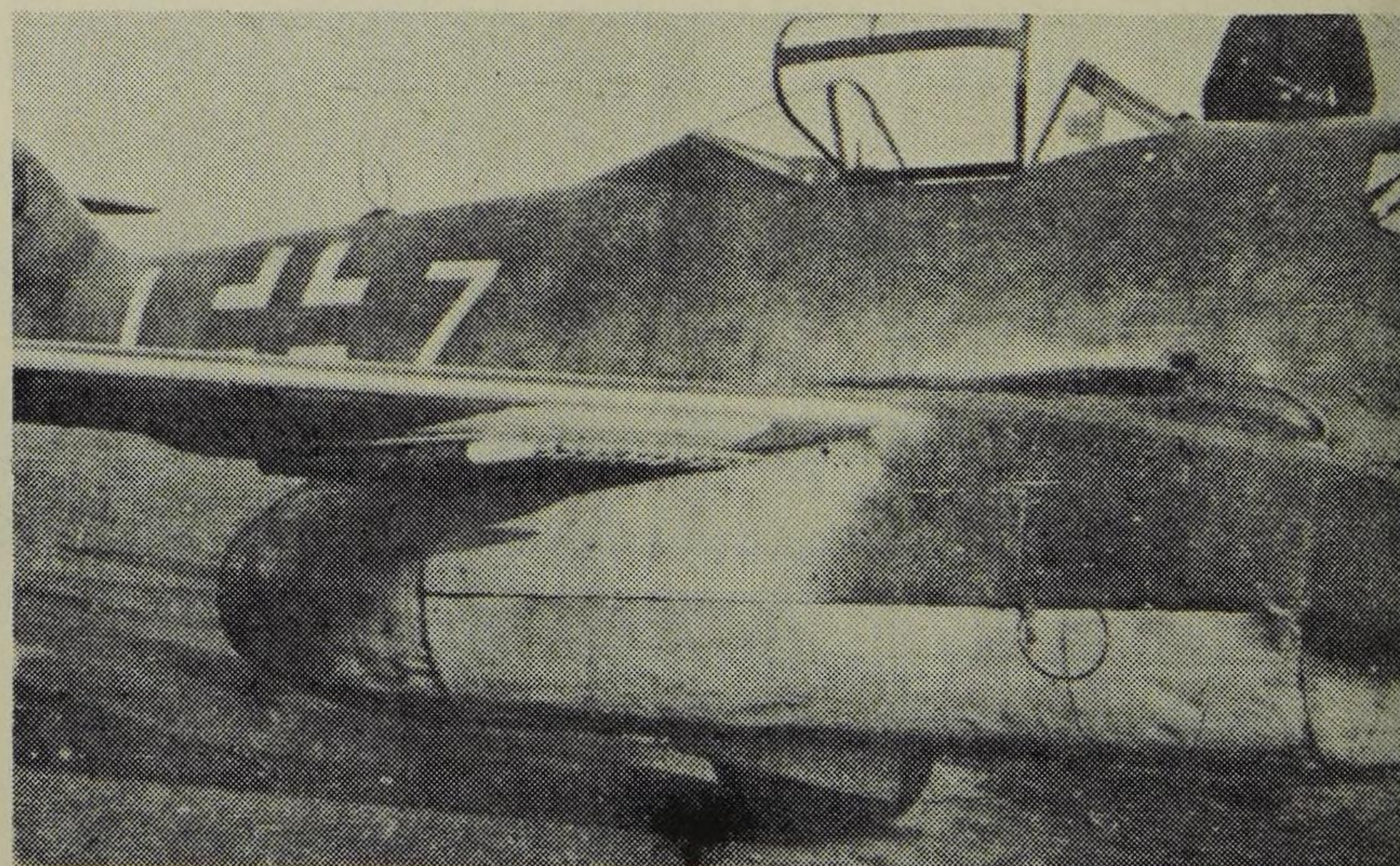
PC + UB was the second prototype. In this view can be seen the tailwheel undercarriage and the flatter profile canopy, described in text. (authors' collection).

- undercarriage. Coded PC+UC.
- V4 Similar to V2 and V3. Coded PC+UD.
- V5 Fitted with unframed hood and a fixed undercarriage of nosewheel layout. Coded PC+UE.
- V6 First machine with retracting nosewheel undercarriage and production style jet nacelles. Coded V1+AA, W Nr 130001.
- V7 Tested pressurised cockpit similar to production example. Coded V1+AB, WNr 130002.
- V8 Tested four M/K 108 cannon: Reported to be the first machine with armament fitted – but the V6 had both cannon ports and ejection chutes when photographed so this may not be correct. Coded V1+AC, W Nr 130003.
- V9 Tested Fug 24 radio. Coded V1+AD, W Nr 130004.
- V10 Prototype for bomb equipped variants. Tested numerous devices including two racks under the forward fuselage. Coded V1+AE, W Nr 130005.
- V11 Details unknown. Coded V1+AF, W Nr 130006.
- V12 Special streamlined aircraft with low drag canopy. Achieved 624 mph. Coded V1+AG, W Nr 130007.

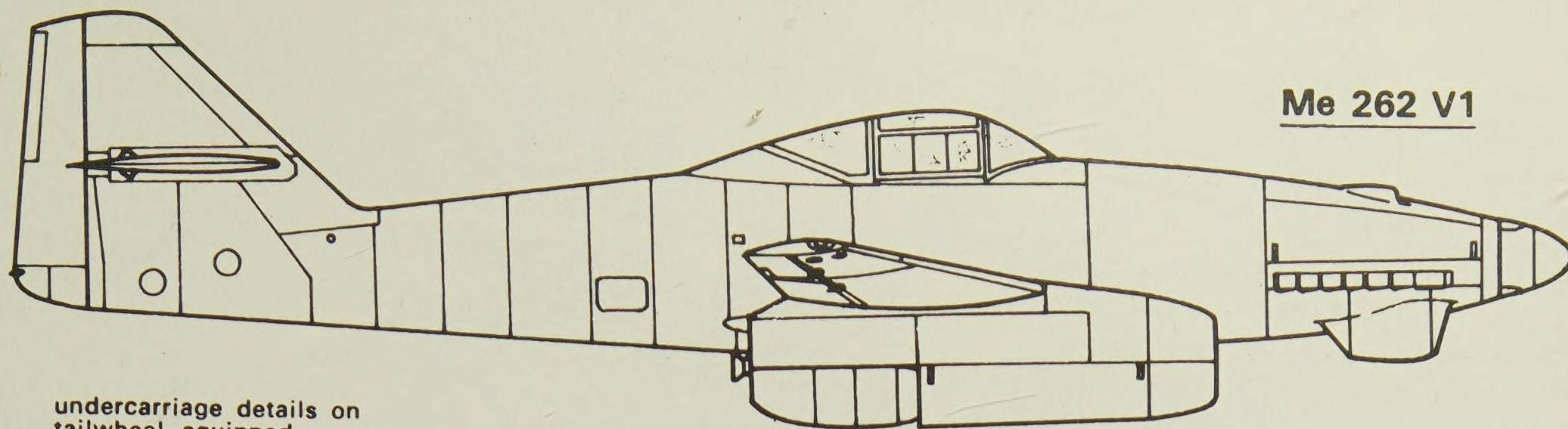
After this, aircraft production started with 13 A-O machines following on from W Nr 130008. When required, prototype or special test aircraft were allotted from the production line and give 'versuchs' (prototype) designations based upon the last three digits of the W Nr. For example; the V167 was an Me 262A-1a taken from the production line and allotted to the Rechlin test centre as a general trials aircraft.

Its original W Nr on the production line was 130167. Similarly the VO56 was serialised 130056. These special machines will be dealt with later.

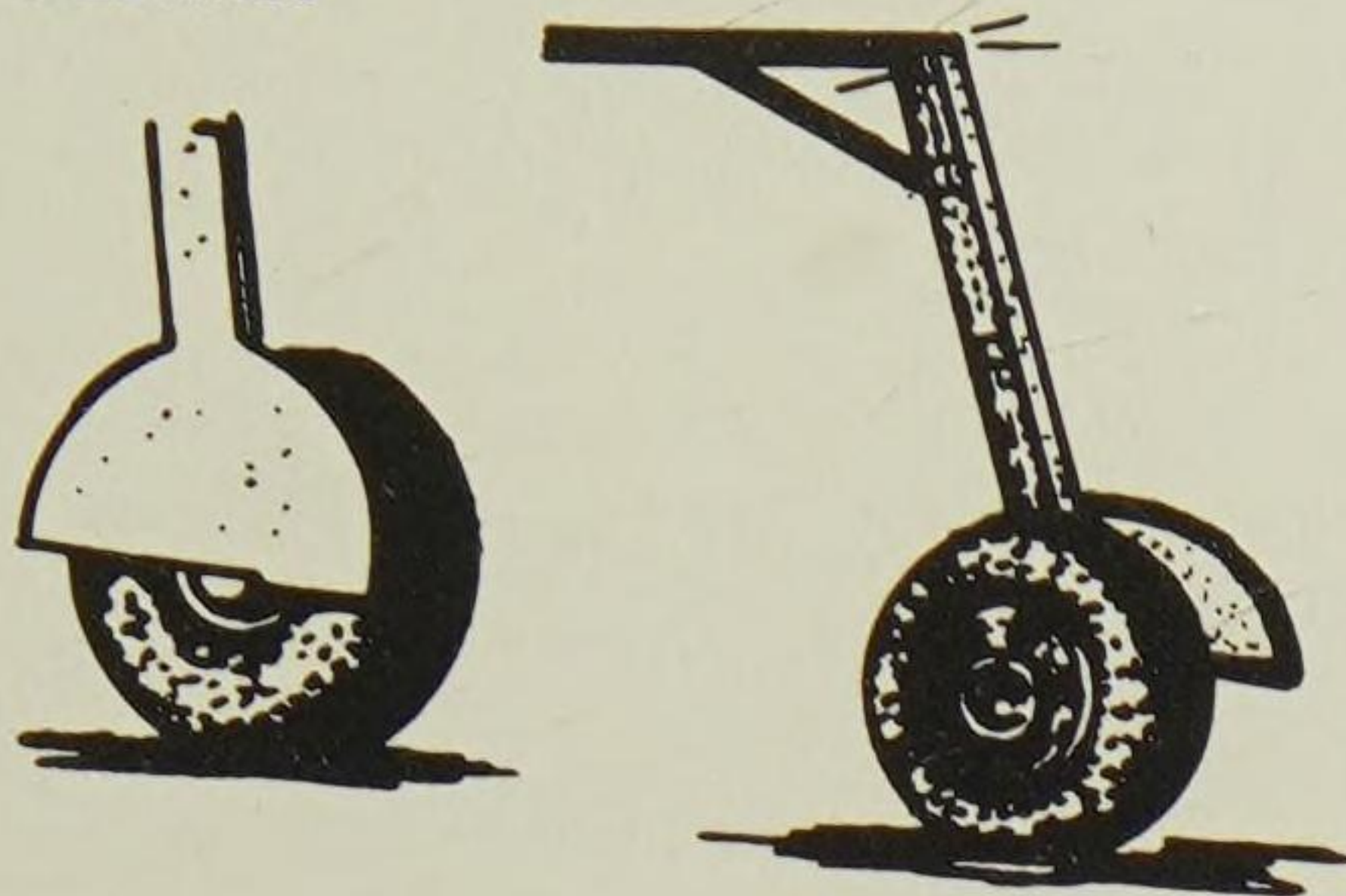
Most of the A-Os, were also employed at the Rechlin test establishment; which had special code groupings allotted specifically for Me 262 and Ar 234 jet aircraft undergoing trials. Two code groups known to have been used are 'E2' and 'E3' – these being applied as the first two of four digits in the normal 'operational' style. The second two digits were rather unusual however, in that they frequently consisted of numbers



Me 262 V1



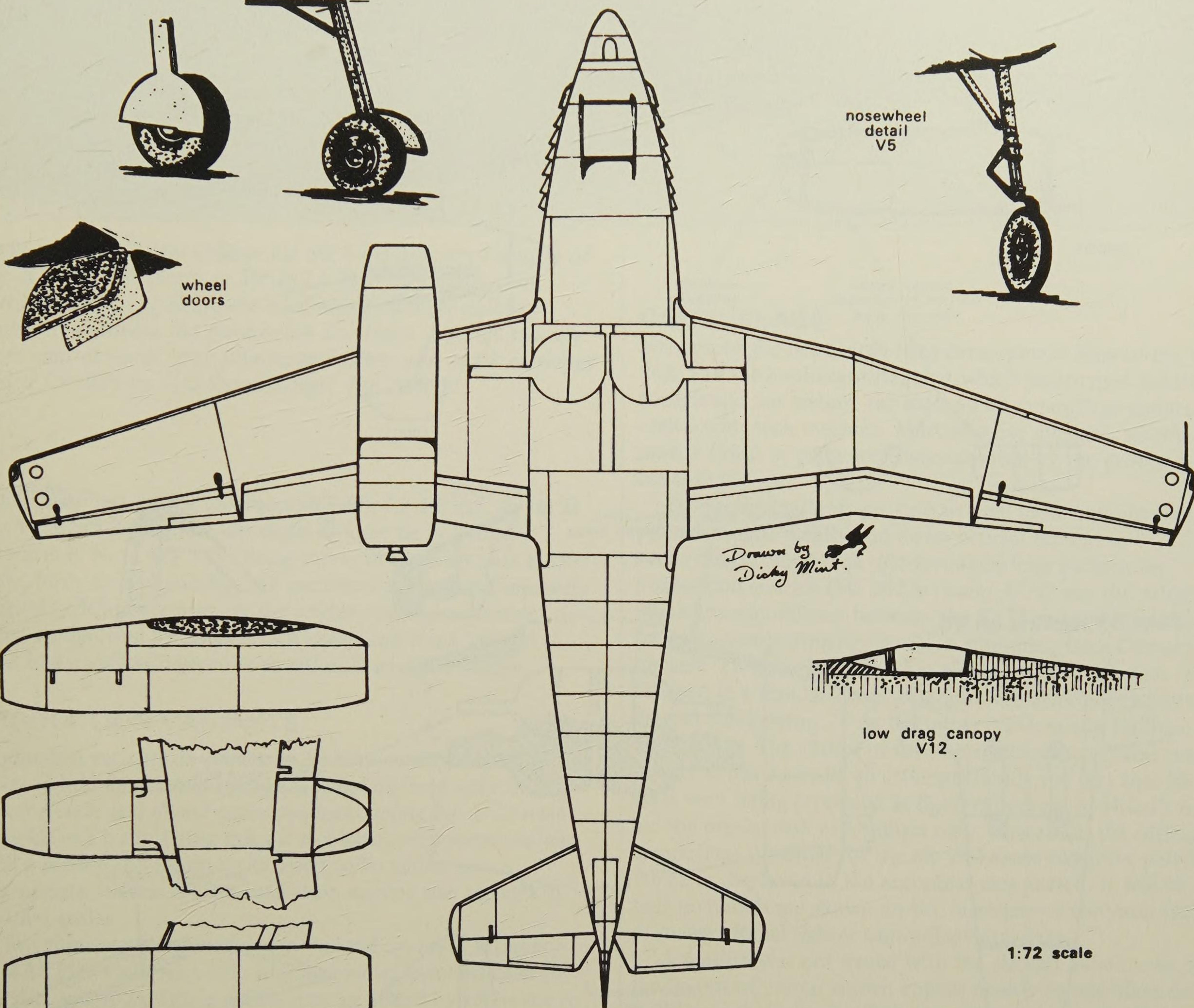
undercarriage details on
tailwheel equipped
machines



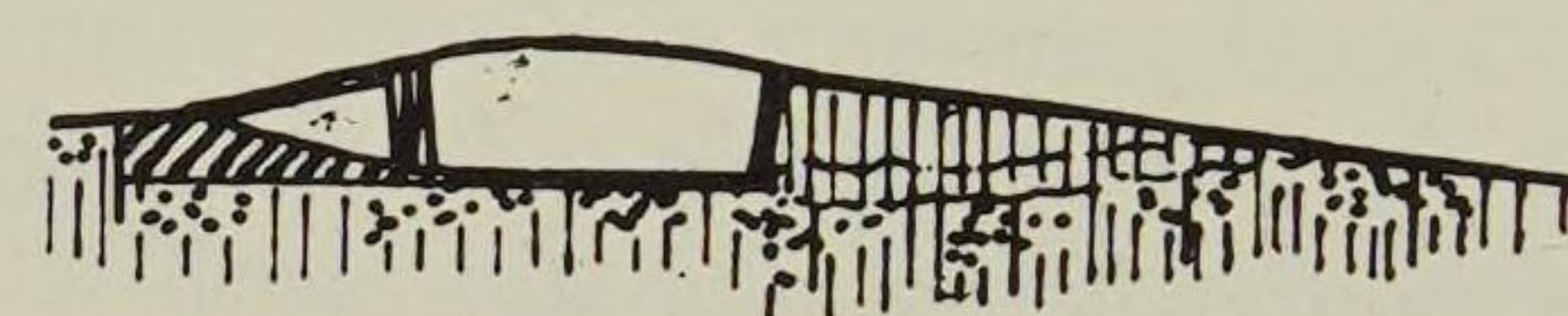
nosewheel
detail
V5



wheel
doors



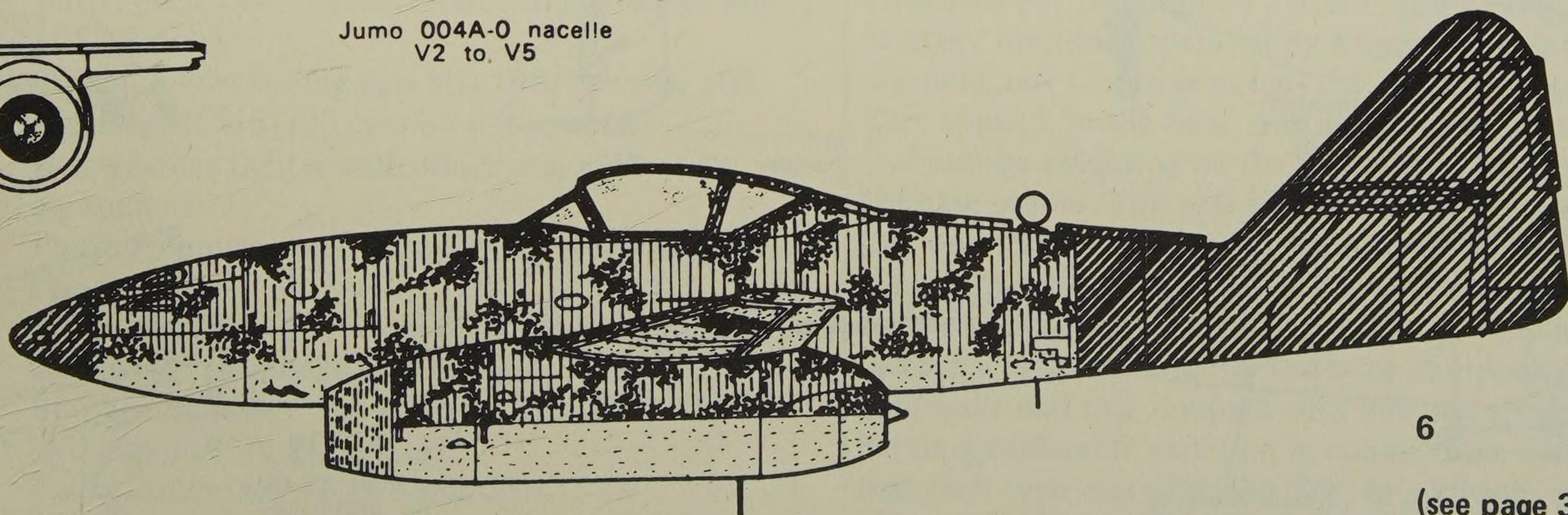
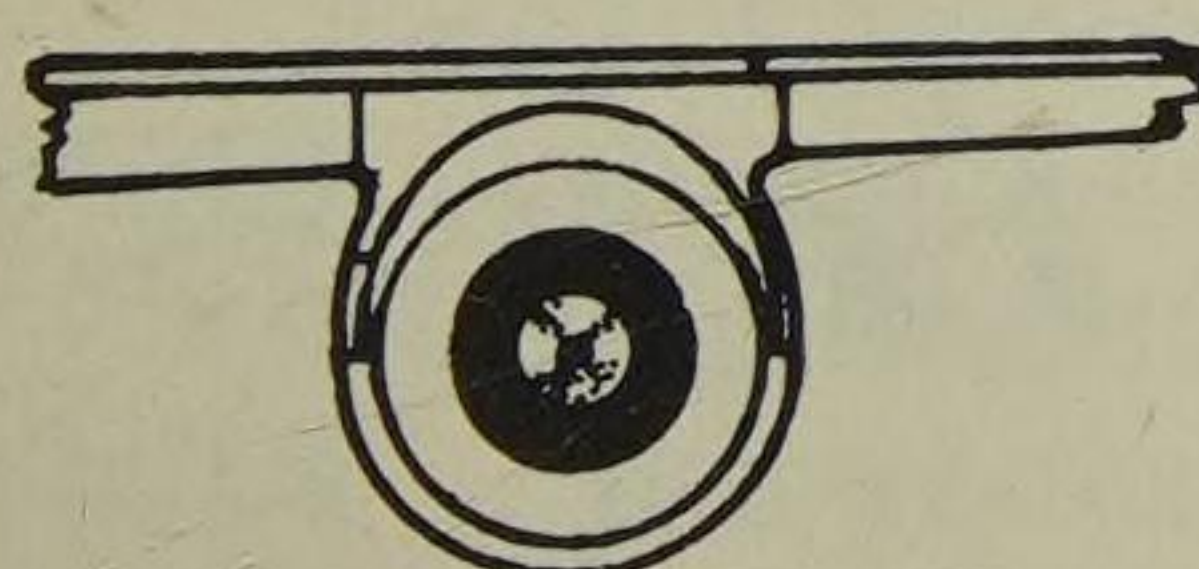
*Drawn by
Dicky Mint.*



low drag canopy
V12

1:72 scale

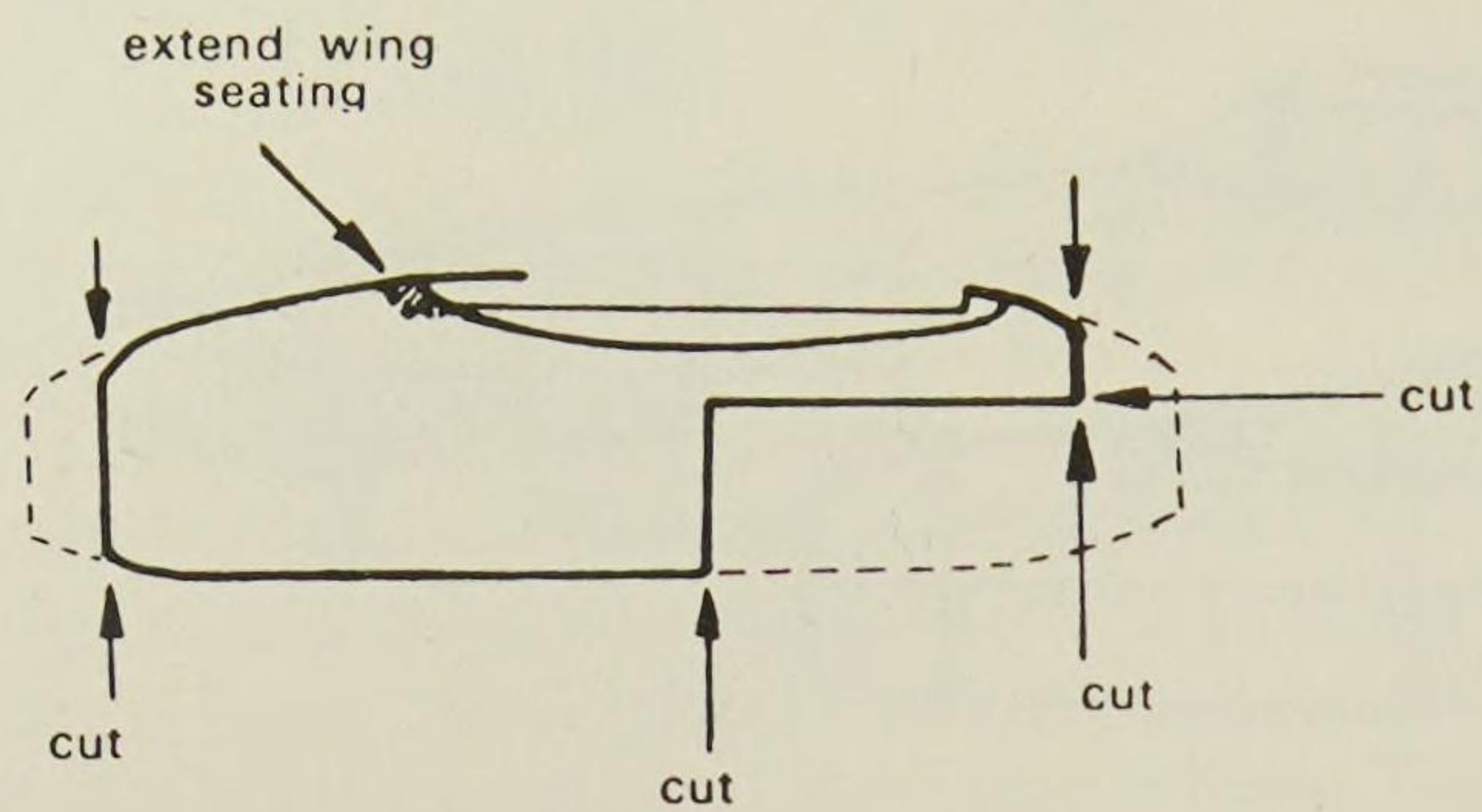
Jumo 004A-0 nacelle
V2 to V5



6

(see page 37)

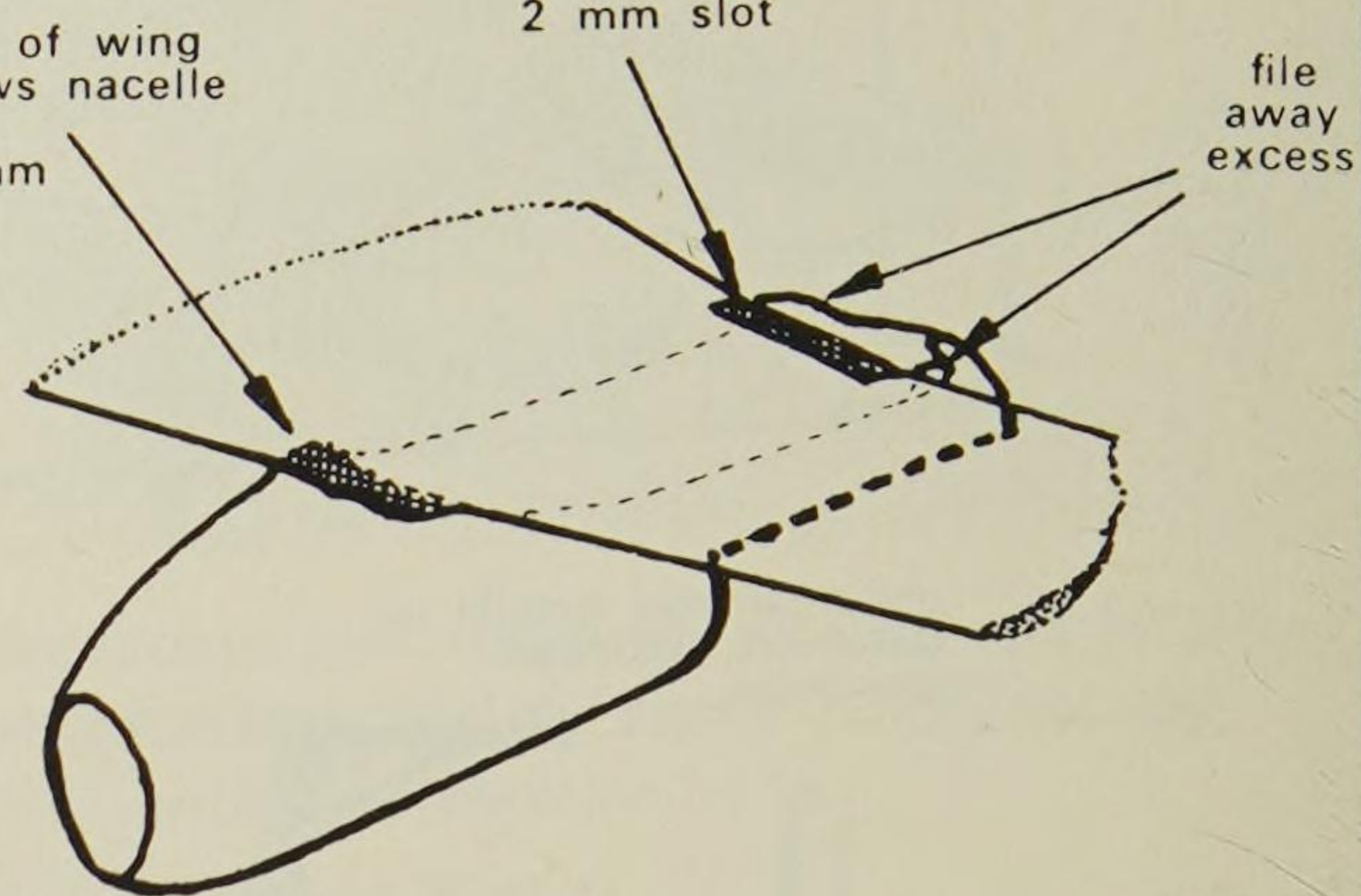
Modifications to produce BMW nacelle on V1



extension of wing seat allows nacelle to move back 2 mm

filling for resulting 2 mm slot

file away excess



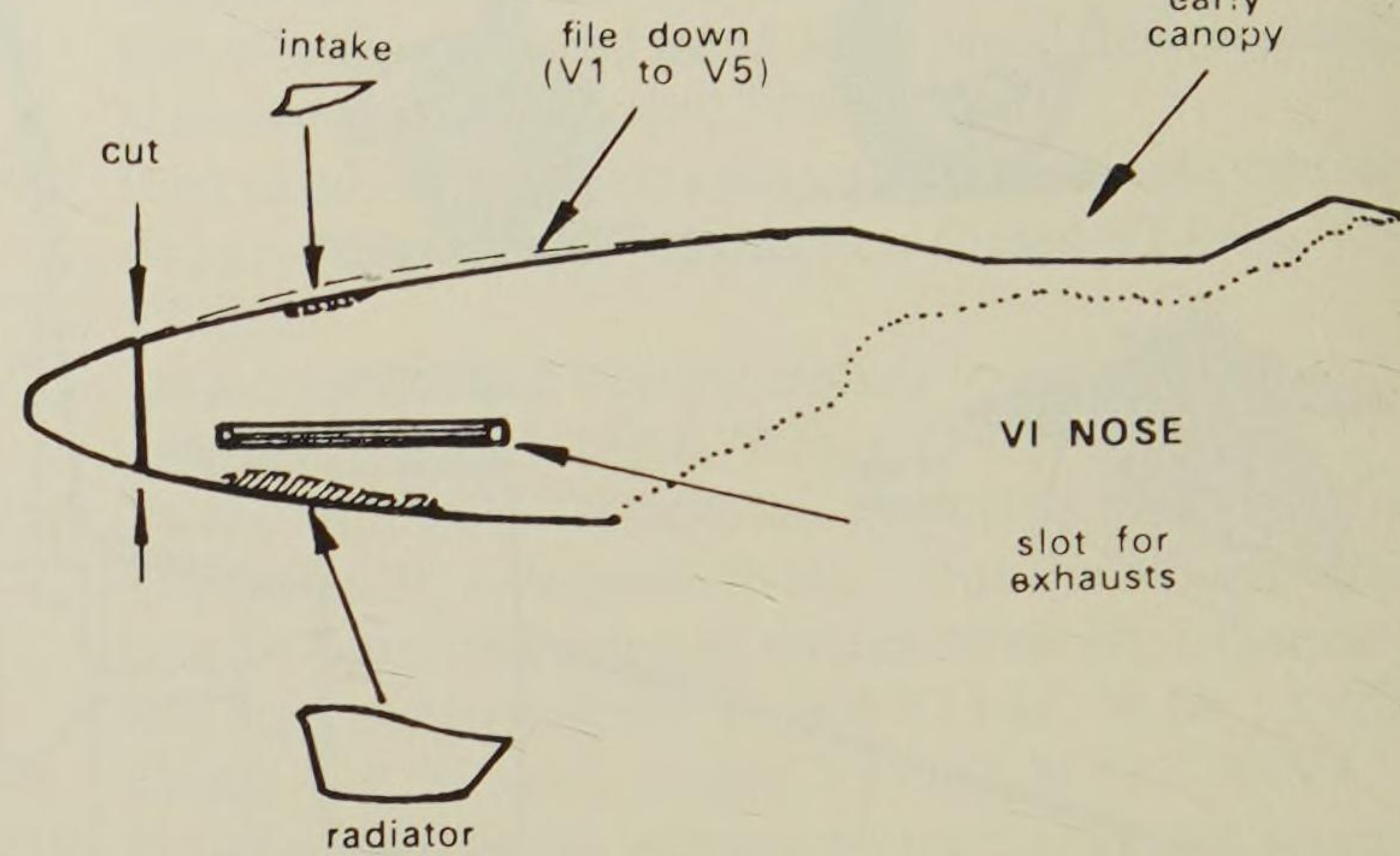
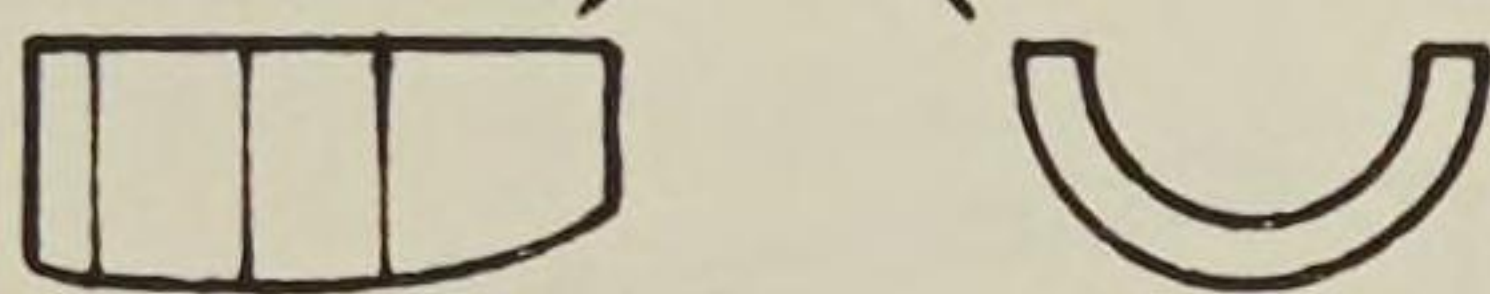
plastic card blanking disc

plastic card blanking disc

section

mould lower portion to represent jet tail pipe

turbine tailcone



leading edge modification (V1 to V4) remove shaded areas

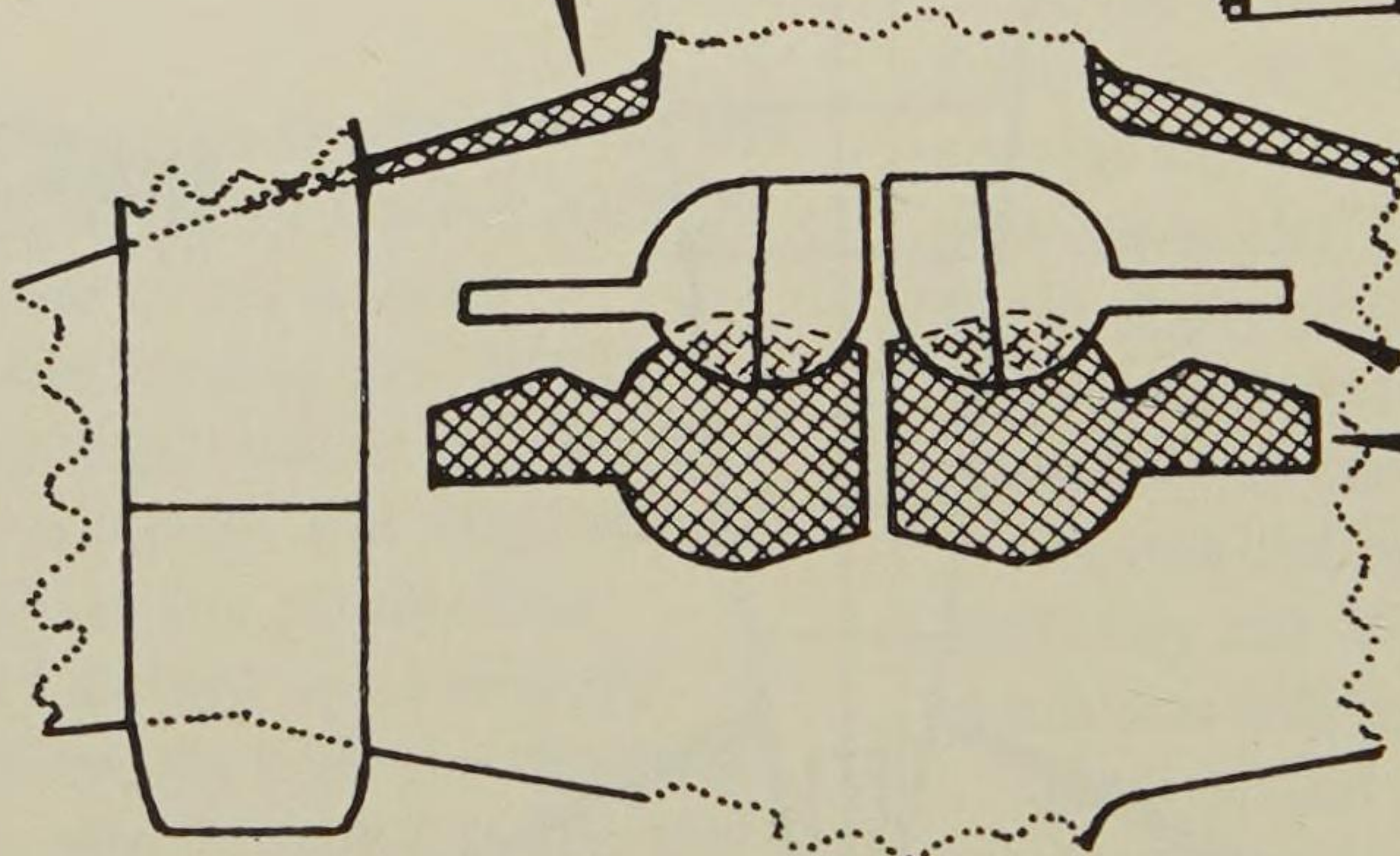
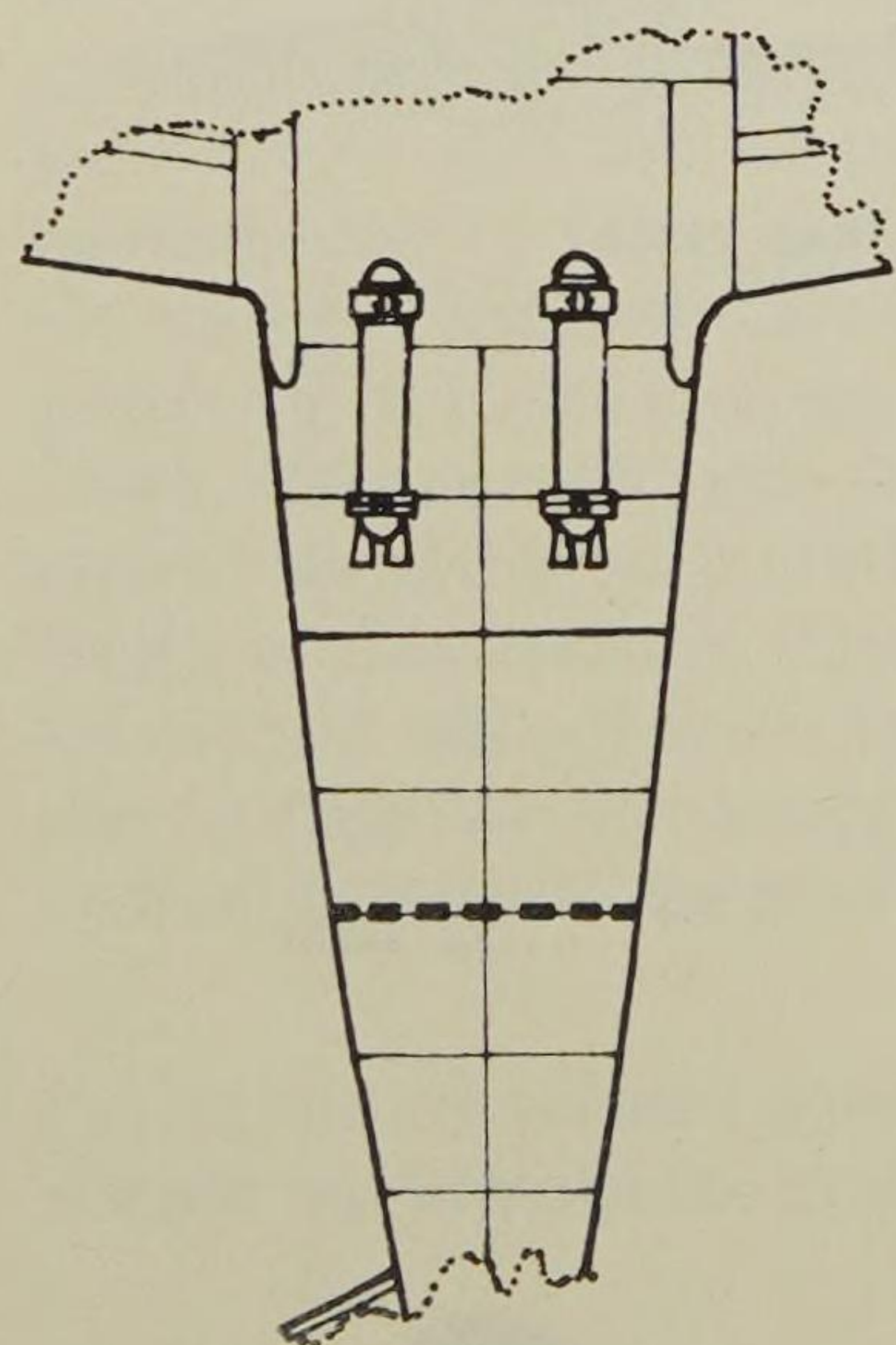
TAIL

remove for V1

remove for V1

FIN

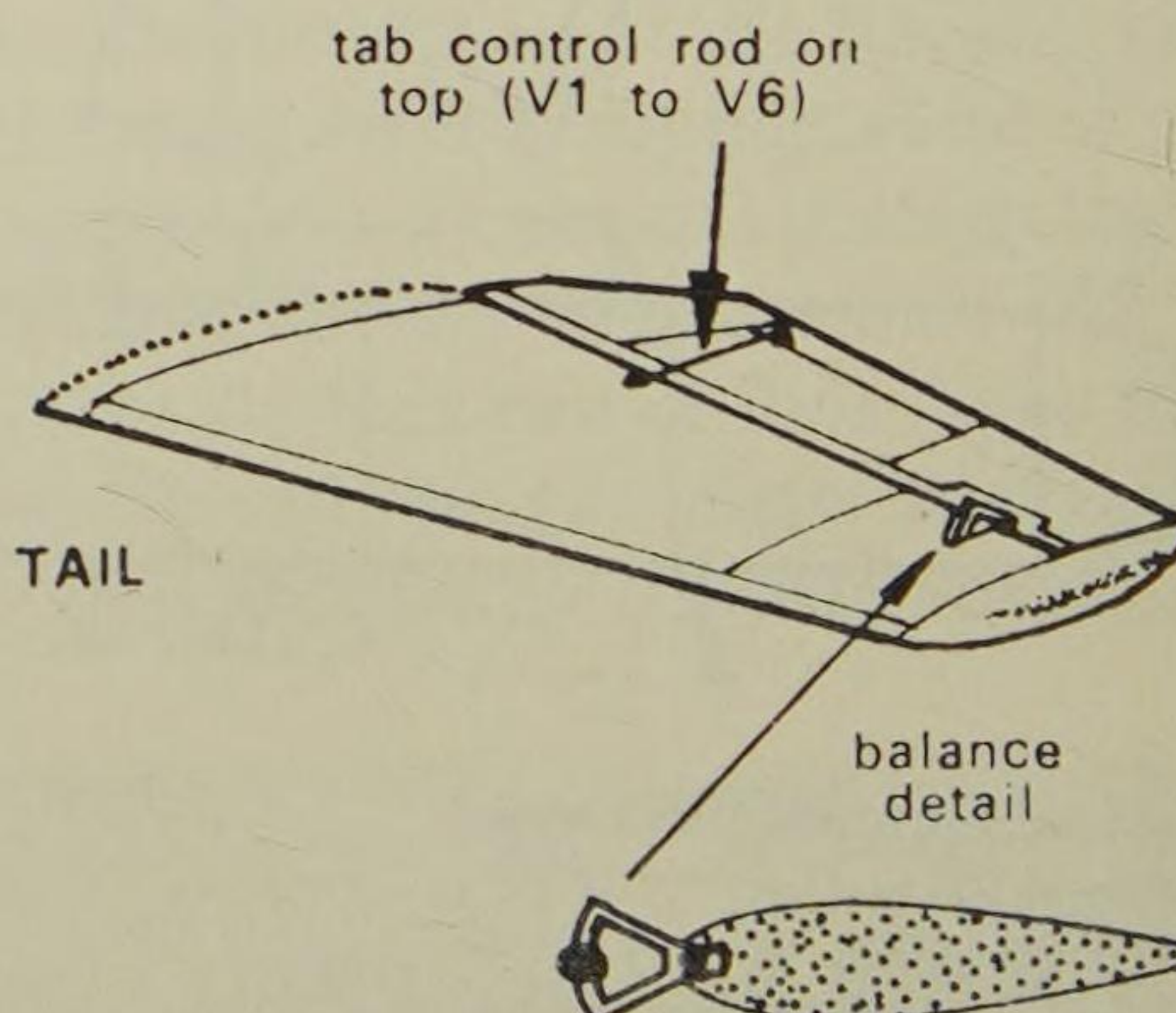
Take-off rockets on V5



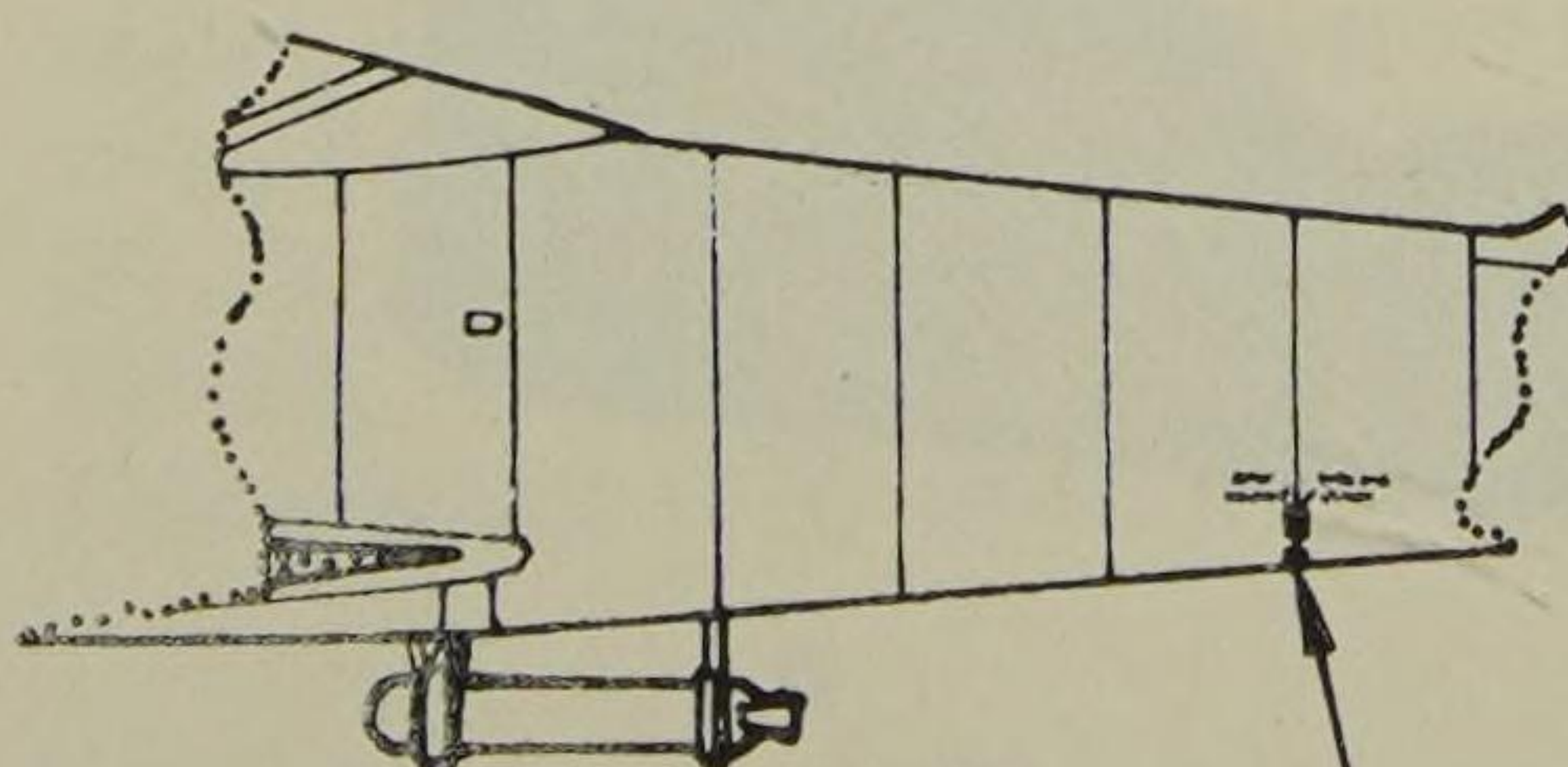
fill in production wheel wells and cut new bays (V1 to V4)

inset balance (V6 only)

tail bumper (V5 to V12)

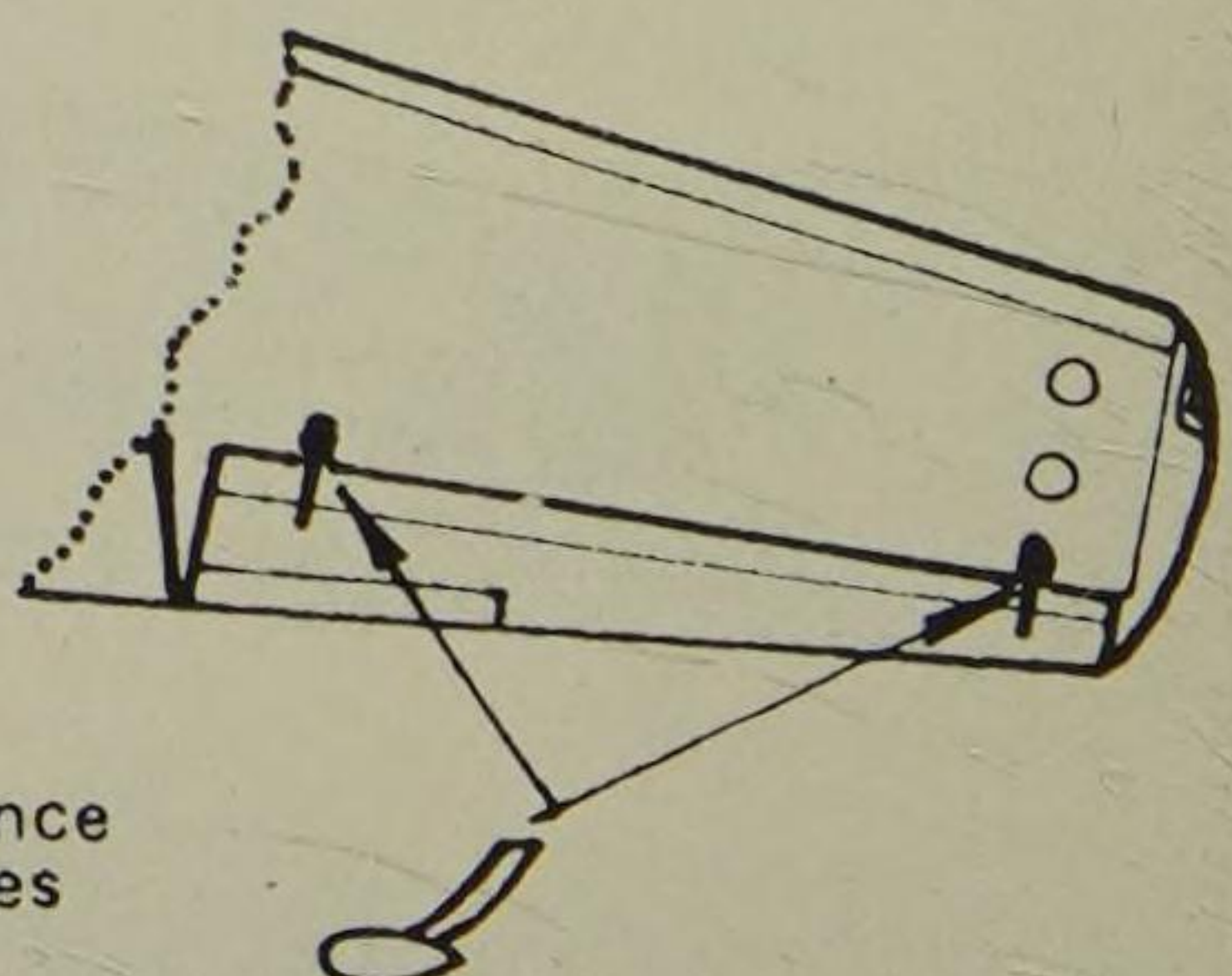


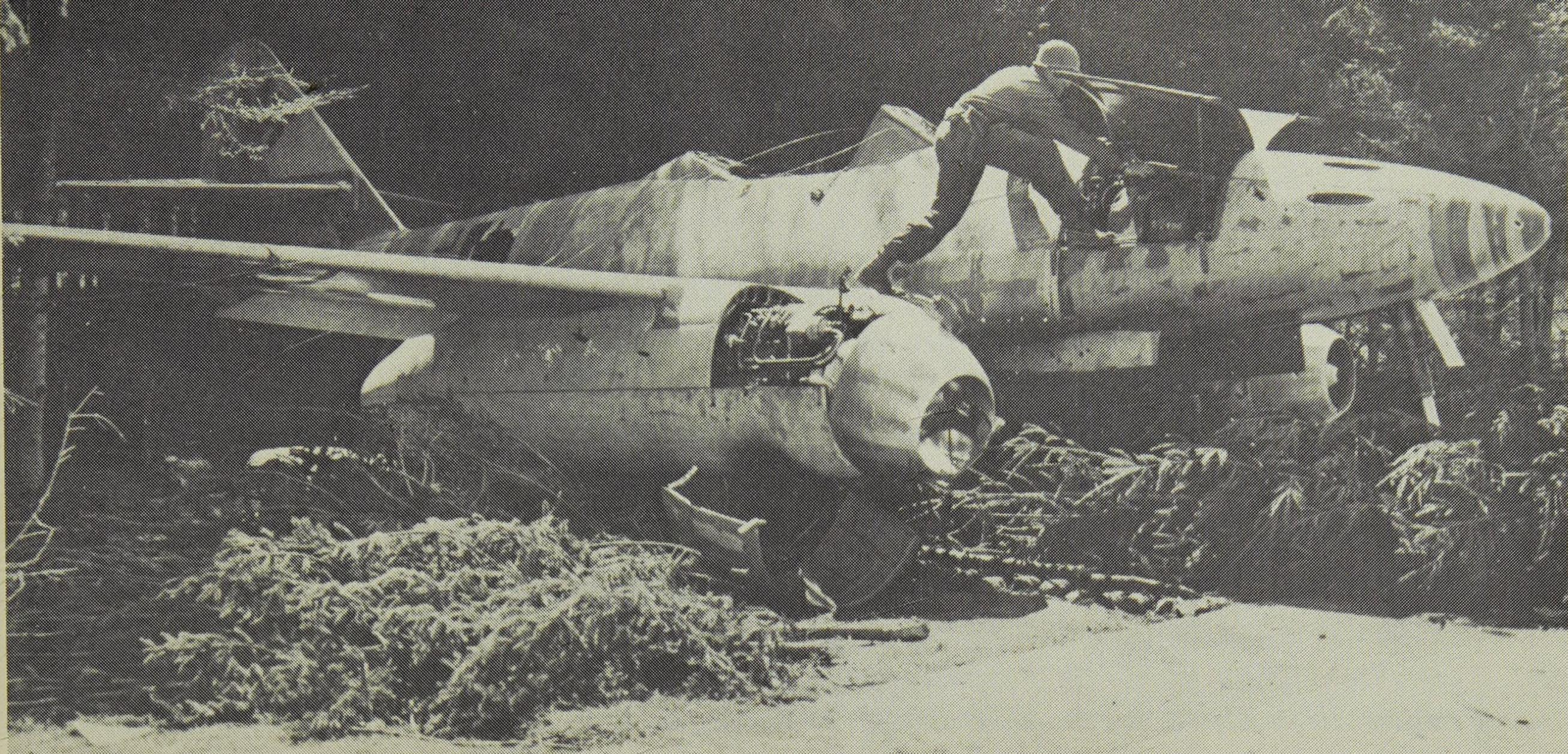
side mounted anti-torque link (V5 only)



Drawings by Les Whitehouse

AILERON detail of external balance on prototypes





Rene Livchen, Target Officer for the 63rd Infantry Division of the 7th Army, inspects an Me 262A-2a abandoned on the autobahn near Leipheim, the road being used for delivery flights to and from the production line there. Aircraft colours were natural metal, grey primers and fillers plus black markings added for delivery (US Signal Corps: 798-206021).

rather than letters, for examples; E2+00, E2+03 etc. As far as can be ascertained these last digits did not tie in with the aircrafts W Nr in any way. Being rather unusual aircraft at that time, both Ar 234 and Me 262 machines at Rechlin frequently carried yellow distemper on the engine cowlings undersides to assist recognition by friendly AA crews and some 262s at least had a yellow nose cone to either fuselage or engine.

PRODUCTION VARIANTS

Production variants of the Me 262 commenced with the A-series fighter and bomber models. These differed only in minor details and all are easily produced using the 1:72 scale Frog kit as a basis. Using this kit as a basis, only minor details, such a missile and bomb racks, need to be added to appropriate models. This information applies also to the kits in other scales.

For these standard models I commend frequent reference to MAP Plan Pack AJ 1891, which provides basic outlines of the A-1a and A-2a. Other details may be added by reference to the drawings given here.

A-1a	Initial production model (four nose-mounted MK 108 cannon).
A-1a/U1	Special model having two MK 108, two MK 103 and two MG 151/20 cannon in the nose.
A-1a/U2	Bad weather fighter with additional radio equipment.
A-1a/U3	Photo reconnaissance model with two Rb 50/30 cameras.
A-1b	As A-1a but with provision for R4M racks under each wing (12 missiles per rack).
A-2a	Bomber variant of the A-1a with two ETC 504 or 'Wikingschiff' fuselage racks.
A-2a/U1	Two cannon only, TSA bombsight.
A-2a/U2	Bulged nose for bomb aimer — one machine only.
A-5a	Armed reconnaissance model, two Rb 50/30 cameras, two cannon and long range tanks.

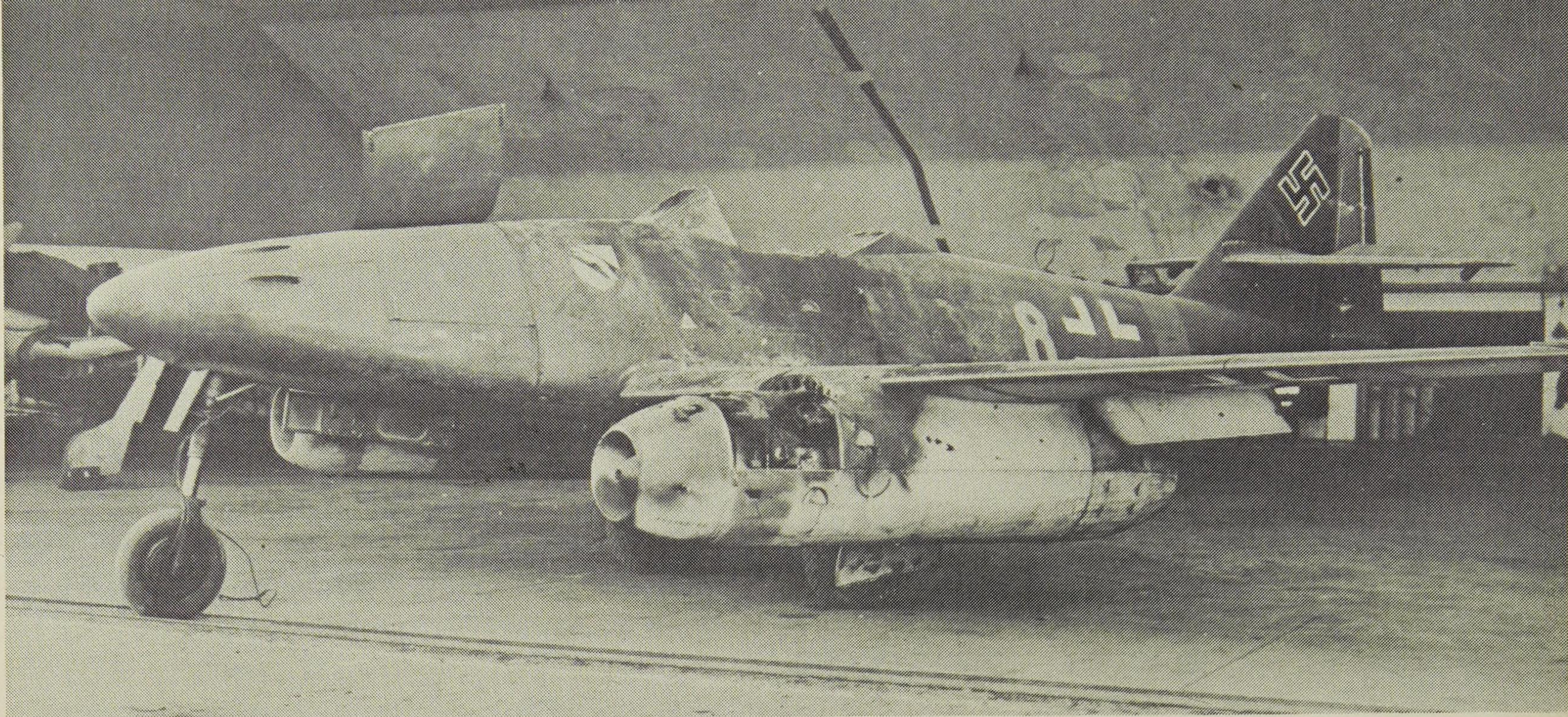
CAMOUFLAGE

Because of the necessarily long development time of the Me 262, and the haphazard stages at which prototypes reached completion for testing, the method of camouflage application varied with each machine. Most of these schemes, whether mottle finish or plain grey, were covered by the prototype series drawings.

Production variants provide an even more complicated picture despite clearly laid down official rules as to camouflage colour. The official camouflage pattern for production aircraft (Me 262A-1a and A-2a) was the subject of much correspondence between the RLM and the Messerschmitt factory, culminating in a decision stemming from Goering himself. This was basically that all Me 262 aircraft were to be finished in a standard two-tone splinter pattern of Schwarzgrun 70 and Dunkelgrun 71 on the upper surfaces and Hellblau 65 underneath. The choice of this normal bomber scheme was openly admitted to be an attempt to hide the fact that Me 262s were being produced as fighters because of Hitler's orders for the production of bombers only. Therefore, the official camouflage drawings for the Me 262 show a splinter pattern of 70/71 as displayed in the accompanying sketch. It will be noted that no details are shown on the fuselage — a common feature of many official fighter camouflage drawings.

A pattern was not issued with the aircraft handbooks, so the layout of colour shown applies mainly to machines delivered from large factories at which the drawings were available. There was some standardisation of fuselage camouflage, as is evidenced by the common pattern on the vertical tail surfaces of many machines operated by Kommando Nowotny for example, but to a large extent the patterns in any one unit were applied 'in the field' over the priming coats of 02 and 65.

Fuselage colouring on the production line commenced with the base primer. This was officially RLM Grau 02 in shade but the tone varied considerably. It must be remembered that 'Grau 02' was the tone dictated by the colour pigment and *not* by the chemical mix. Thus the '02' paint supplied to the factory was not necessarily the same composition supplied to field units and this, coupled with mix and shelf life problems, led to considerable variation in colour tone, despite the fact that each type was officially '02'. In addition, there were also primers available with different pigments to the '02' shade. Two of these were a white priming paste (at production level only) and a pale grey with a slight bluish tinge (at both



This A-1a, 'Yellow 8', has been illustrated in just about every article published on the Me 262. However, recent research indicates that the machine carried the blue/red fuselage bands standard for JG 7 and not a single yellow band as usually stated. We hope that this point has now been clarified completely. (US Signal Corps: 798-203769).

production and operational levels).

The 02 and white pastes were available throughout the war but the latter grey was possibly only introduced during later years as other stocks diminished. The superceded Schwarzgrau 66 was also frequently used as a standby primer where available in quantity. The joint line filler paste was either dirty white or a medium grey shade and was frequently seen under the wings of partially finished machines. Me 262s from forest production sites were usually delivered in these colours and painted at unit level. These primers – and 02 itself – were too light for combat over the wooded areas of Germany, so no machine stayed in these temporary tones for long – most received green camouflage colouring as soon as was convenient. Officially, the works pattern should have been followed but this was rarely available to unit ground crews or holding units and it did not anyway specify fuselage colours so each machine was frequently unique in fuselage style and even colour.

It is very difficult – if not impossible – to distinguish between the colours 70, 71 and 81 if one of them is applied alone to one aircraft. On photographs a light overspray – apparently of 70 could easily be a heavy overspray of 71 and so on. Thus there must always be a certain amount of logical estimating when researching colours. When more than one colour is used there is more certainty, since 70 was (we think) used mainly with 71 and 81 with 82. Because we then have both the shades and the difference between the two to work with, it is a little easier to prove that such and such a machine used a particular group of colours; 82 had a distinct brownish cast and was also colour unstable which meant that it turned brown very quickly. Therefore it is easily distinguished on colour photographs of the time (and confirms frequent Allied reports of 'brown' shades). Also it photographs very light on normal film. From this, Allied reports and photographs, it is possible to say that some Me 262s actually used 81 and 82 in the place of 70/71. This was most common on machines produced by component assembly alongside the He 162s in underground factories.

Similarly, a certain number of machines had only one upper surface colour, applied in a wash over the basic primers.

For reasons stated above, it is not possible to say with any certainty that a particular machine had 70, 71 or 81 as the upper shade, but in general it appears that 71 was the one most commonly referred to by ex-groundcrew.

After all this the reader may be excused for thinking that there is very little hope of determining accurate schemes for his models, but in general the fact remains that the majority of machines were in the official pattern of 70/71 and most of the others used a wash of one of those colours.

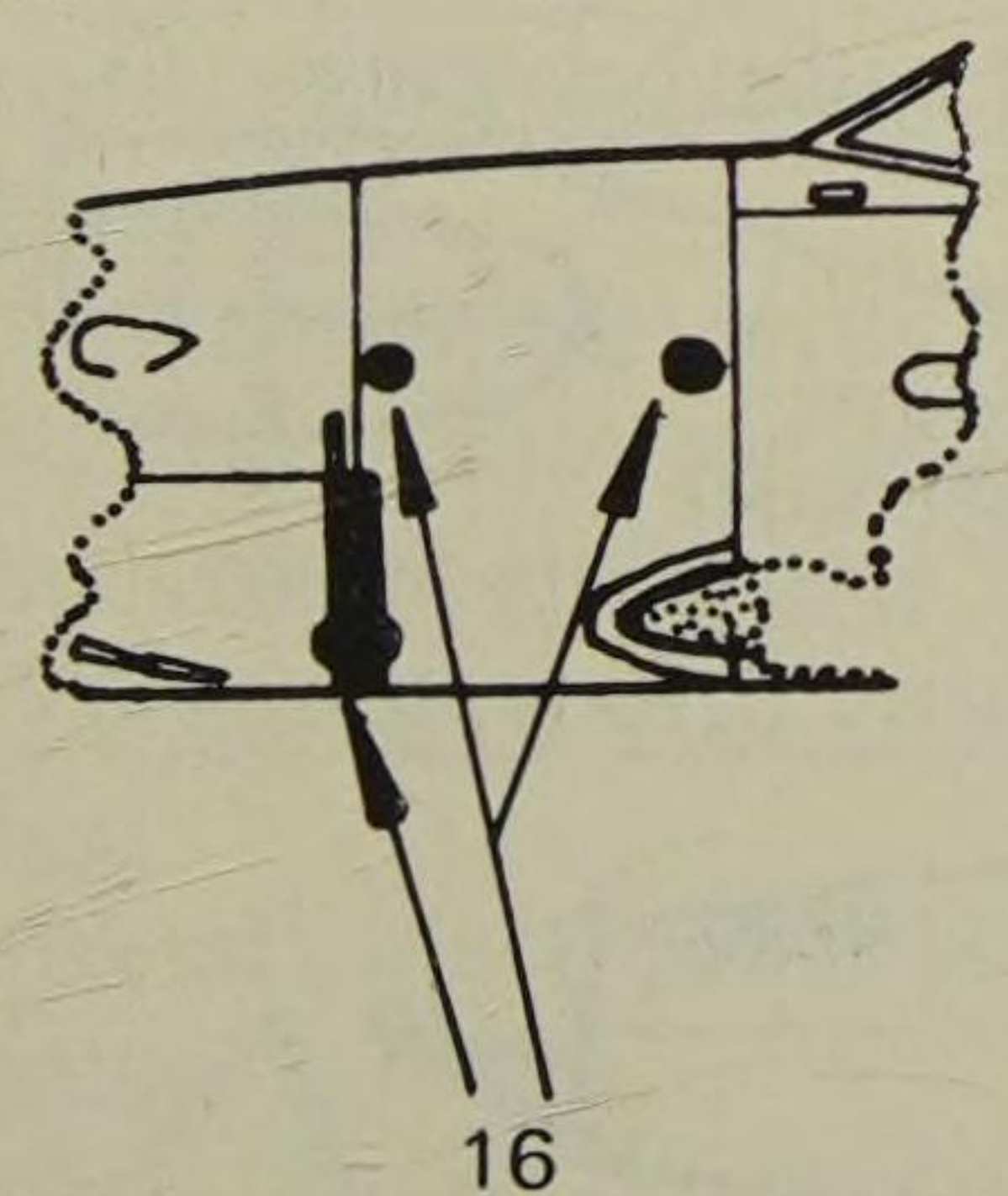
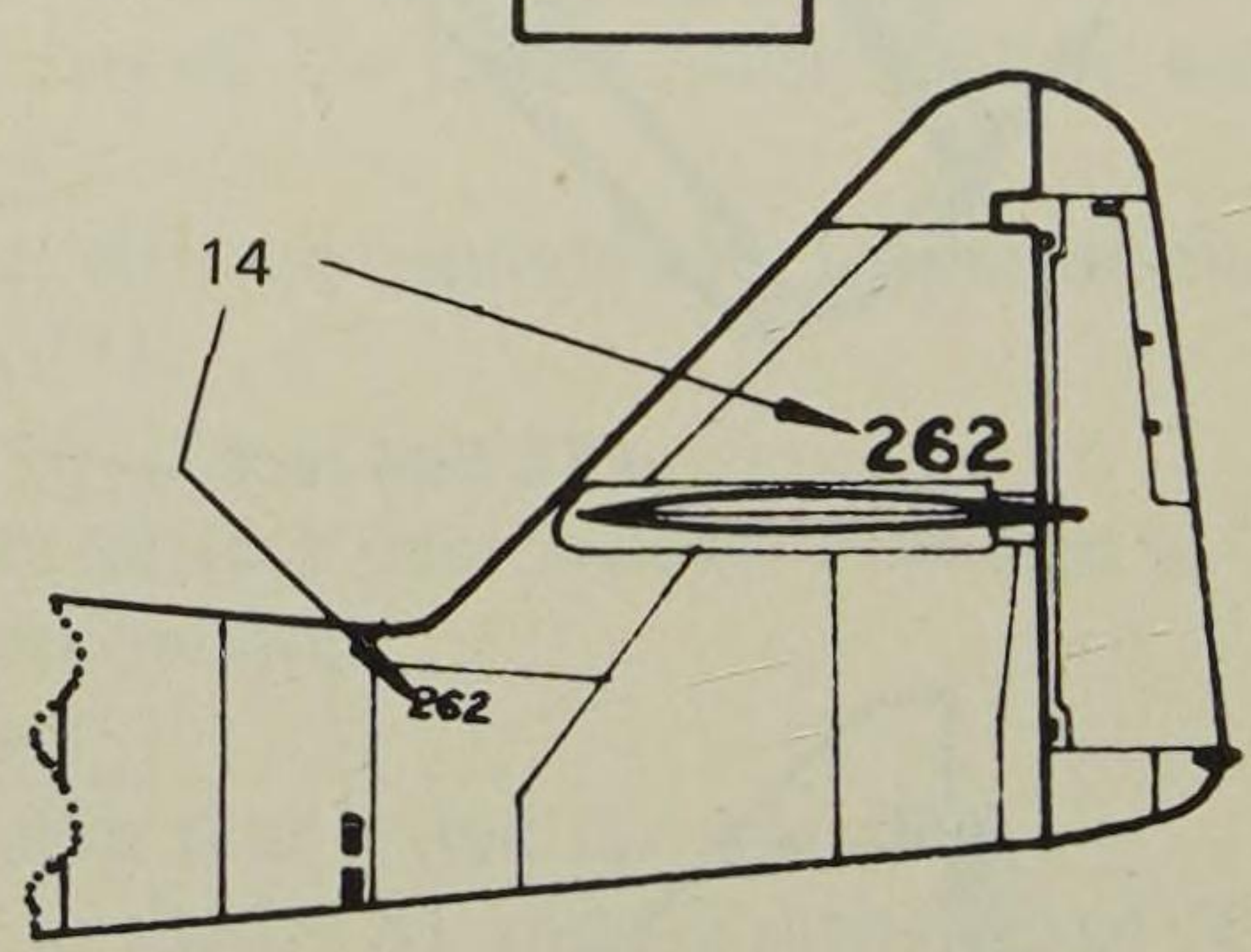
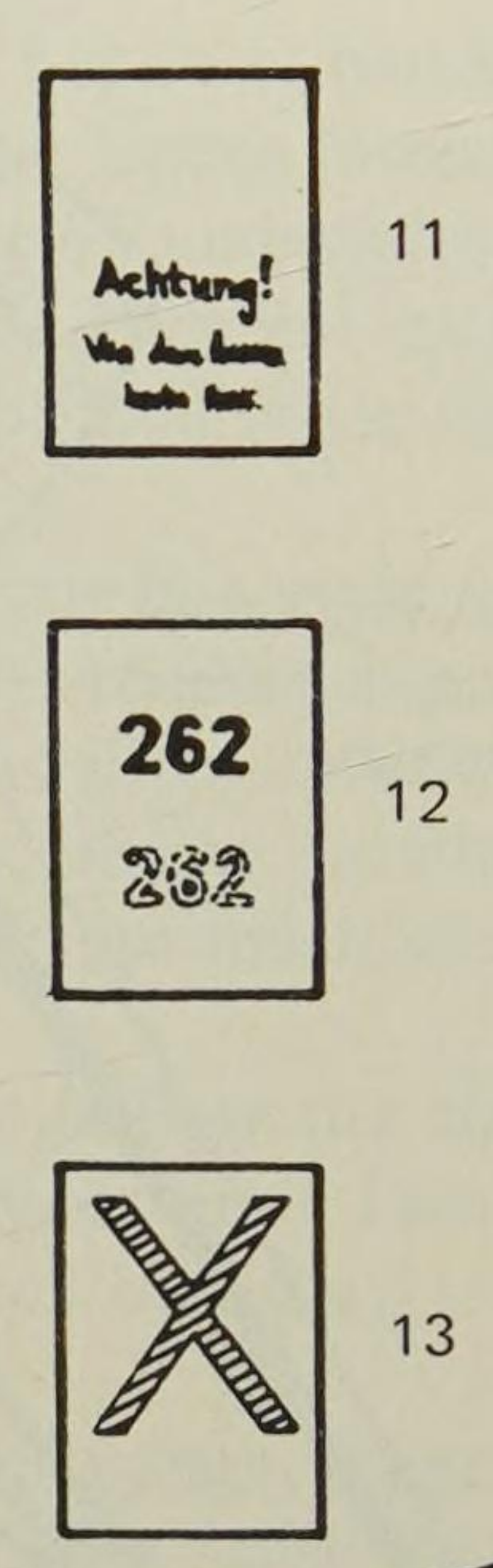
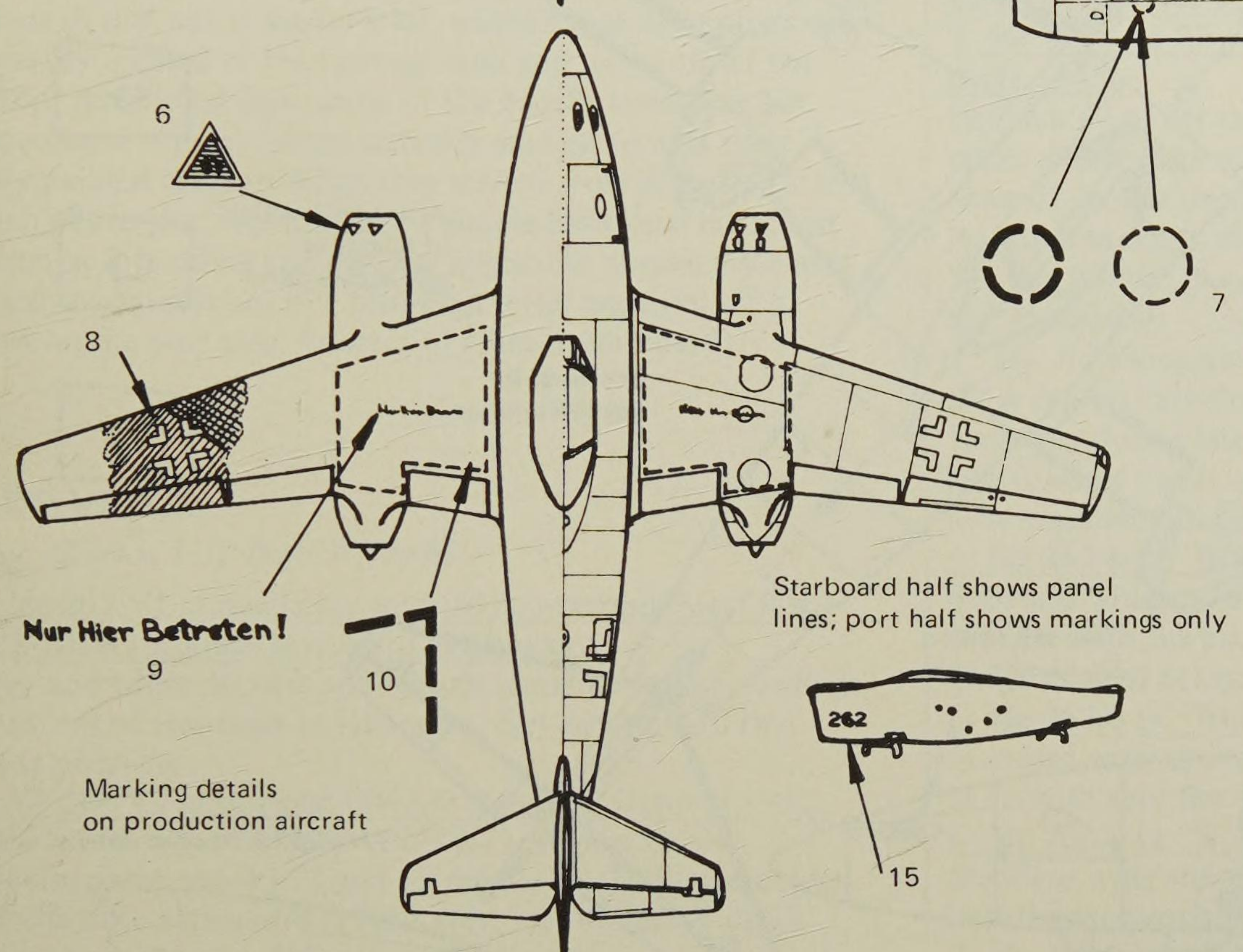
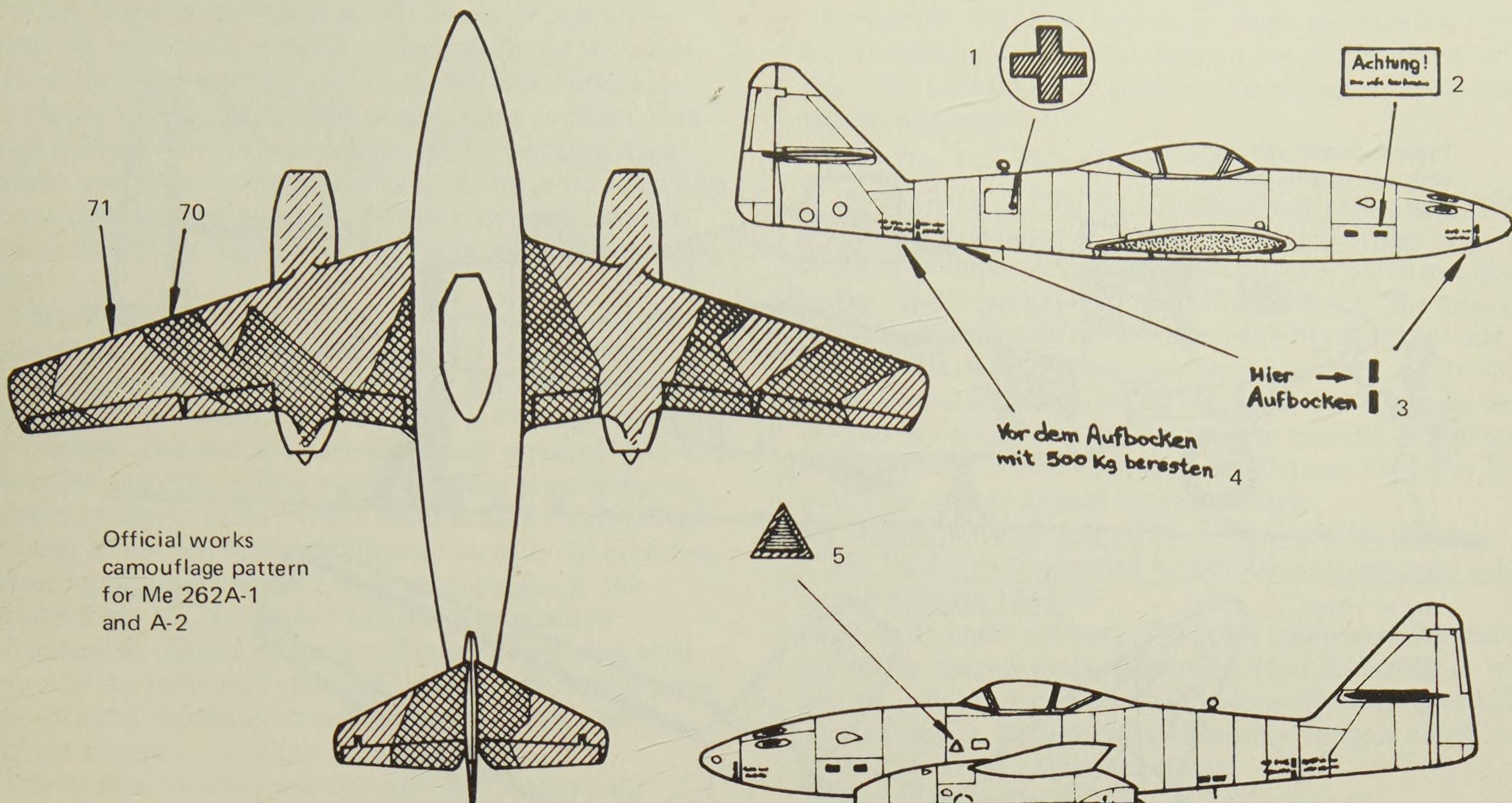
STENCIL DETAIL (Port and starboard unless stated)

1. First Aid marking – red cross on white circle – starboard only.
2. Armament warning – red 'Achtung' and four small black words on white panel – two each side.
3. 'Trestle Here' ('Hier Aufbocken') – black dotted lines and red lettering – both sides.
4. Jacking warning – red lettering – last word unconfirmed.
5. Octane triangle – yellow field, red outline – port only.
6. Octane triangle – yellow field, white outline – two to each nacelle refer to starting fuel and starter motor fuel.
7. Red ring on nacelle (two styles shown).
8. Standard position of upper wing cross.
9. Walkway warning – 'Nur Hier Betreten!' – red lettering.
10. Walkway boundary – red dotted line.
11. Nosewheel warning on some aircraft – red lettering.
12. Last three digits of serial number – two typical positions shown. Frequently applied together with stencilling.
13. Application of individual aircraft letter in staffel colour to nosewheel door – usually seen on bombing machines.
14. Application of last three digits of serial number on tail unit of machines delivered in primer and natural metal finishes.
15. Application of last three digits of serial number to ETC 504 racks on bombing machines (outboard only).
16. Position of fabric patches at fuel tank joints.

(see drawings opposite)

IDENTIFICATION COLOURS

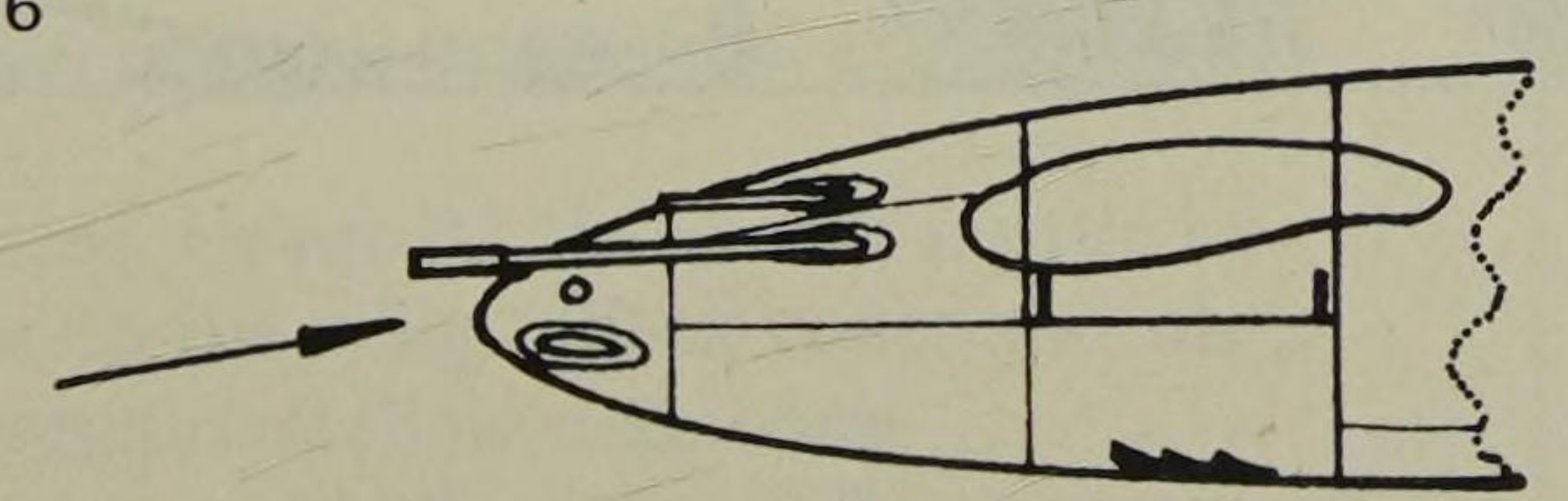
Few of the projected Me 262 units actually achieved operational status but most of those that did had their own series of markings. Reference has been made to the use of yellow noses on the fuselage and engine nacelles by the A-0s allotted to Eprobungstelle Rechlin. It is not known if this practice was repeated by Eprobungskommando 262, but when this unit was redesignated Kommando Nowotny, a yellow



Nose detail for Me 262A-1a/U1

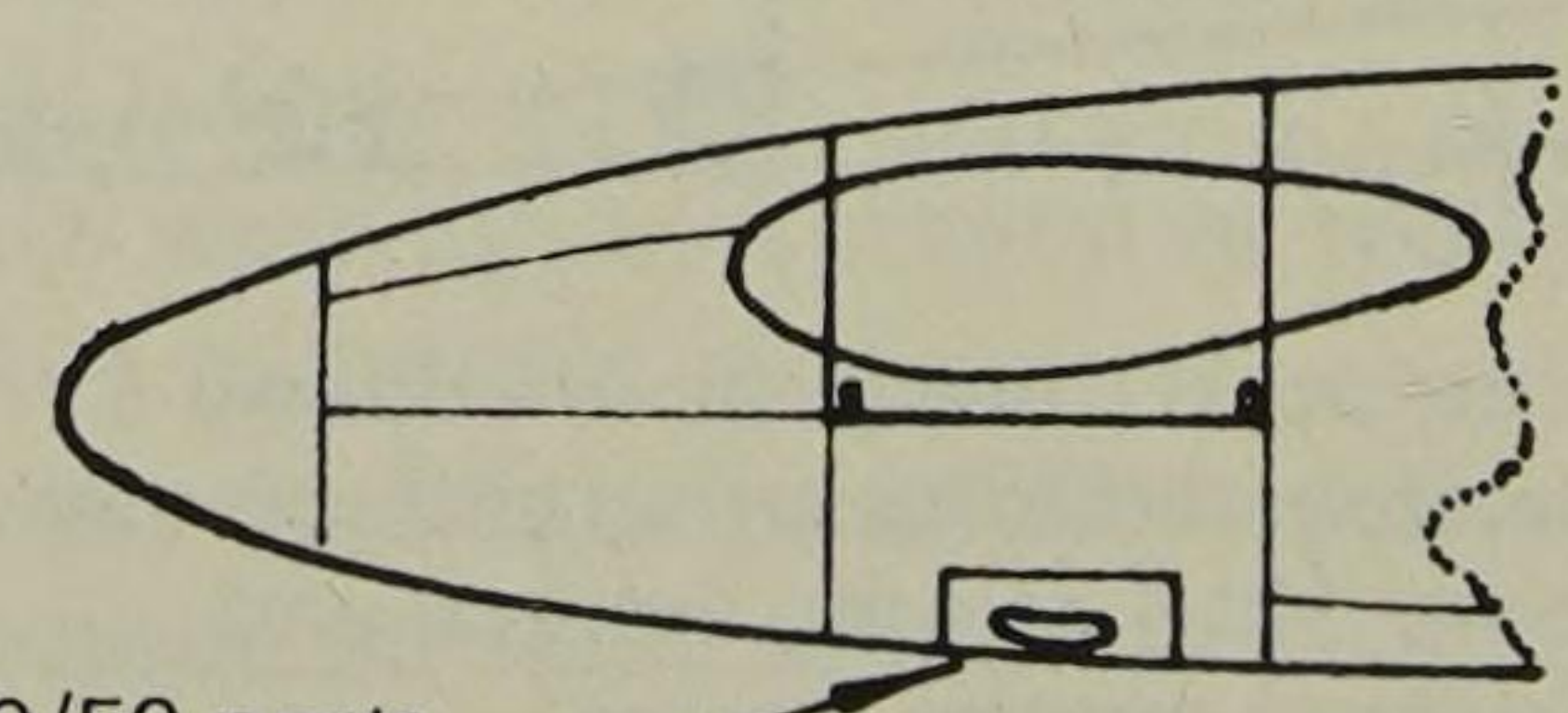
Nose detail for Me 262A-1a/U3

2 x MG 151
2 x MK 103
2 x MK 108 cannon



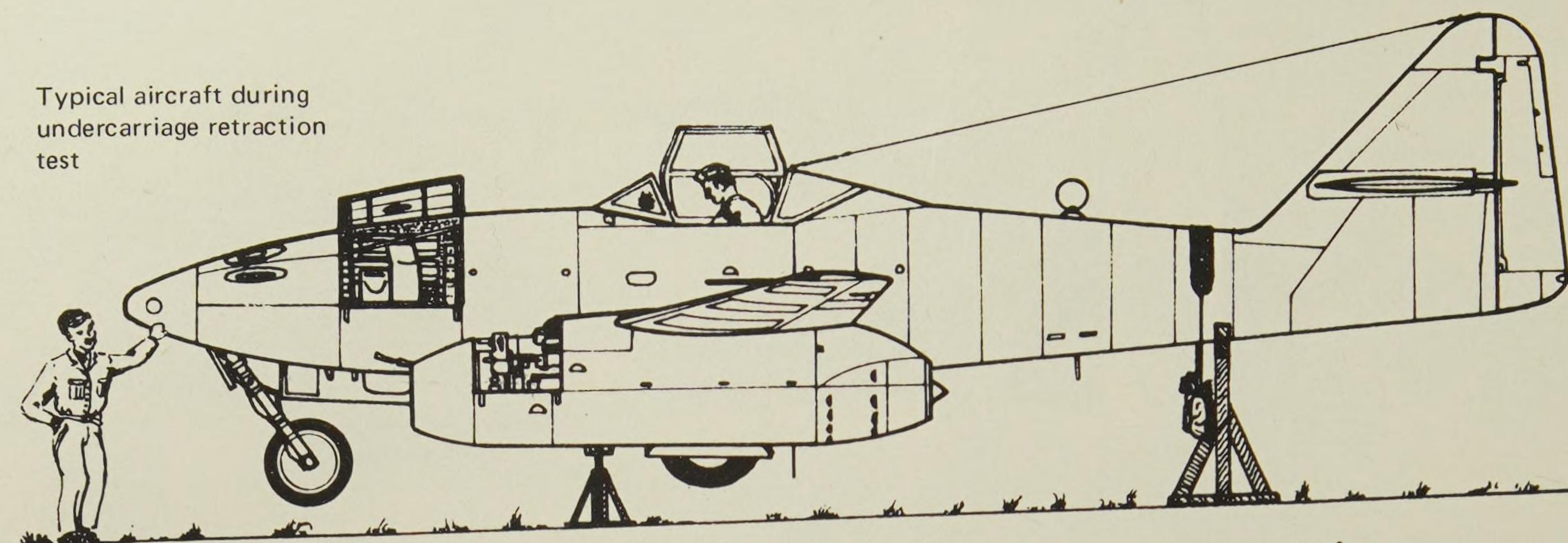
1:72 scale

Rb 50/50 ports (one on each side)



Drawings by Les Whitehouse

Typical aircraft during
undercarriage retraction
test



Port access
bay to 30mm
cannon shown
open

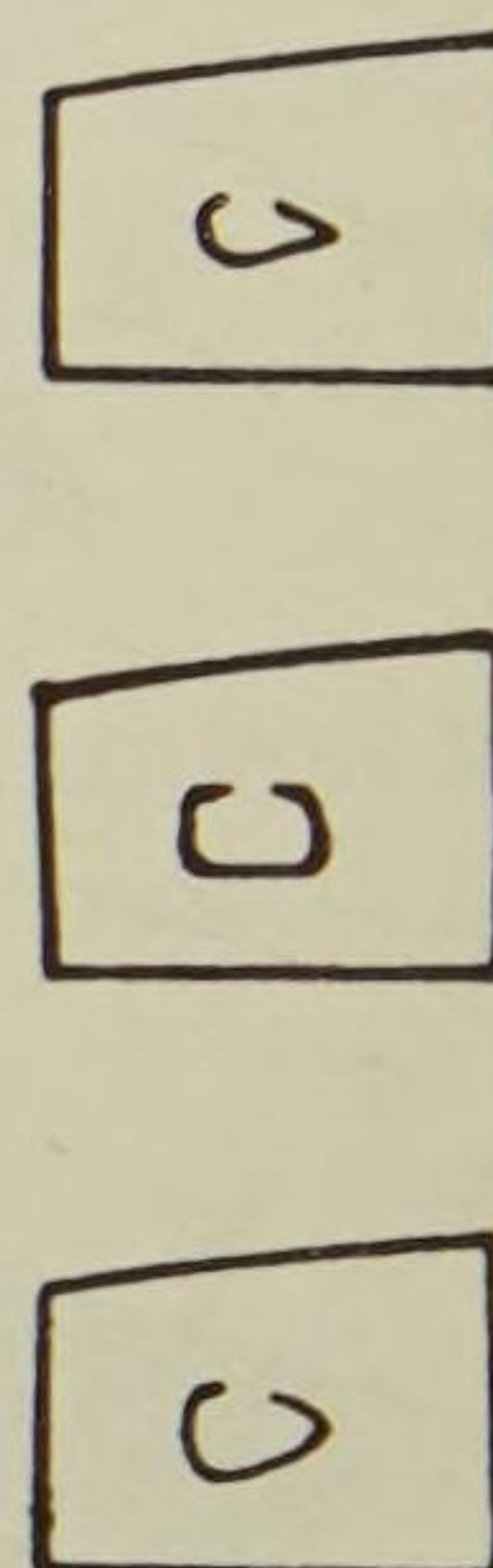
1:72 scale

Me 262A-1A

Drawing shows
extended flaps
and slats

Drawings by
Les Whitehouse

Alternative styles
of blister on
gun access panel



Two MK108 on
U1 version only

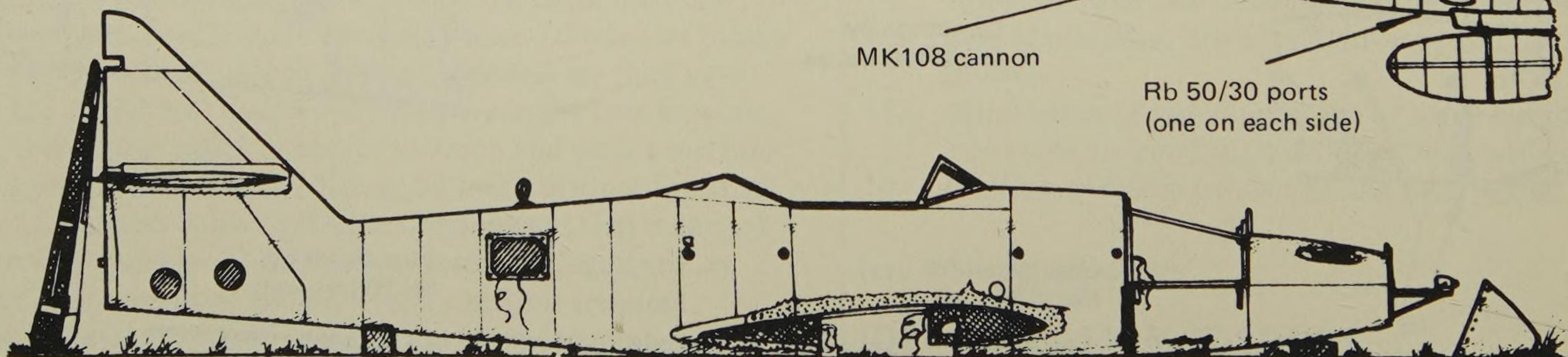
ETC 504 rack

Me 262A-2a/U1 nose detail

Me 262A-5a nose detail

MK108 cannon

Rb 50/30 ports
(one on each side)



Typical stripped fuselage as commonly
seen abandoned during spring and summer
1945; note detail of wing removal and
nose-mounted combat camera

band was applied around the rear fuselage aft of the cockpit. This band was also applied by KG(J) 54, made operational around the same time. In order to distinguish the two units, Kommando Nowotny then copied the Rechlin method and also applied yellow to the noses of the engine nacelles. This colour has frequently been confused with a polished metal cowling – which was certainly *not* carried by any known unit and occurred only on machines delivered in primer shades. Without any doubt Kommando Nowotny had *yellow* cowling noses.

When Walter Nowotny was killed, the unit was withdrawn from operations and formed the basis of JG 7 'Nowotny'. As an official geschwader it was able to use the allotted defence markings for JG 7, which were blue and red bands around the rear fuselage. This unit has been previously reported with both yellow/red and plain yellow bands but there is certainly no evidence to support this. Official records state blue/red for JG 7 and its use was further confirmed recently by both eye-witness reports and original colour photographs of one machine from JG 7 (7 staffel) which was interned in Switzerland at the end of the war. These colours were even carried by the immortal 'yellow 8' which has therefore never been correctly illustrated in any publication, despite its frequent selection for colour art presentation.

Colour identification was also used by bomber units, although this was at staffel level, where the staffel colour was generally applied to the fuselage nose and to the tip of the tailfin. Additional decoration of the nacelle noses was not uncommon – many pilots certainly seemed to miss their gaily-painted spinners when they moved from propeller-driven machines to jets! On bombers, a simple individual letter was common for coding and this was applied in normal style as if it was the third letter of a four-digit letter code (ie, aft of cross on the port side, forward of cross to starboard).

SIDE VIEWS

Page 38 (Nos 1-5); Page 31 (No 6)

1: Me 262 V1 immediately prior to its attempted test flight with BMW turbojets and Jumo 210 engine.

Grey and white primers and natural metal jet engine cowlings. Burnt metal rear cone to jet engine. Schwarzgrun 70 two blade propeller.

2: Me 262 V2 with Jumo 004A-0 turbojets, October 1942.

Hellblau 65 undersurfaces with 70/71 splinter on the uppersurfaces and 70/71 and 02 mottle on the fuselage sides. Nacelle nose and centre in light grey, rest of nacelle in 65 (rear of nacelle was originally natural metal).

3: Me 262 V5 employed to test a fixed undercarriage, jet assisted take-off units and 'blown' canopy – also flown with earlier style canopy.

Hellblau 65 undersurfaces with 71/02 soft splinter pattern on the wings. 02 top to fuselage and 02 mottle on fuselage sides. White outline crosses and white 'V5' on fin.

4: Me 262 V6 as tested with production nacelles and undercarriage.

Light grey overall, black codes and 'V6'. Schwarzgrun 70 canopy framing.

5: Me 262A-0 at Rechlin used for bomb sight tests, summer 1944.

Hellblau 65 undersurfaces. Heavy RLM Grau 02 mottle on fuselage. 70/71 splinter on the wings. Black codes and white outline crosses on uppersides. Yellow nose cone.

6: Me 262A-0 used to test an auxiliary dorsal fin in an effort to counteract instability at large yaw angles. Rechlin 1944.

Plain 02 uppersurfaces to fuselage and nacelles covered with a

light 71 mottle. Schwarzgrun 70 applied to nose and entire tail assembly. 70/71 splinter wings. Note upper half of fuselage crosses overpainted and rear segment covered by 70 on tail. Thus only forward lower quarter remains visible. White outline upperwing crosses.

Page 39 (No 1-3); Page 40 (Nos 5-8).

1: Me 262A-1b of 7/JG 7 at Dubendorf-Schweiz, April 1945.

This Staffel was based at Brandenburg-Briest at this time.

Hellblau 65 under surfaces with the upper surfaces in a splinter pattern of Schwarzgrun 70 and Dunkelgrun 71. The joins on this aircraft were softly merged on both the wings and the fuselage, the upper fuselage also having a pattern of 70 and 71 applied over the RLM Grau 02 base coat. The upper section of the gun bay doors were in 02 primer merged into the other colours. White '3' and III gruppe bar, Defense bands for JG 7 were blue and red around the rear fuselage.

1a: Undersurface of A-1b of JG 7 showing R4M missiles.

2: Me 262A-2a/U1 operated by Eprobungskommando Schenk during Autumn 1944.

Hellblau 65 under surfaces. The upper surfaces of this aircraft had a very roughly sprayed overall coat of Schwarzgrun 70 giving a very patchy finish. Red 5 below the insignia of KG 51 on the fuselage. Note the white swastika. Insignia consists of yellow flower on a light blue shield.

2a: Upper surface of A-2a/U1 of EKdo Schenk.

3: Me 262A-1a flown by Adolf Galland with Jagdverband 44, Early 1945.

Hellblau 65 under surfaces and 70/71 splinter pattern on the upper sides of the wings and tailplane. Upper fuselage in RLM Grau 02 mottle thinning out into the 65 undersides. Leader's markings in white with black outlines. Personal insignia of 'Mickey Mouse' placed on a black outlined white disc below the windshield.

The following are all taken from one line up in order to show typical variations. All machines are from Kommando Nowotny during late 1944. Note that all aircraft have yellow rear fuselage bands and nose cones to engine nacelles. Also note common tail mottle on the first four machines.

4: Me 262A-1a, 'White 19'.

Standard wing and under surface camouflage but the entire fuselage with the exception of the upper fin in Dunkelgrun 71. Large areas of Schwarzgrun 70 applied over the 71.

5: Me 262A-1a, 'White 3'.

Standard wing and under surface camouflage. Upper fuselage in 71 with very few patches of 70. Entire finish slightly worn.

6: Me 262A-1a, 'White 4'.

Standard wing and under surface camouflage. Upper fuselage in soft edged areas of 70/71.

7: Me 262A-1a, 'White 15'.

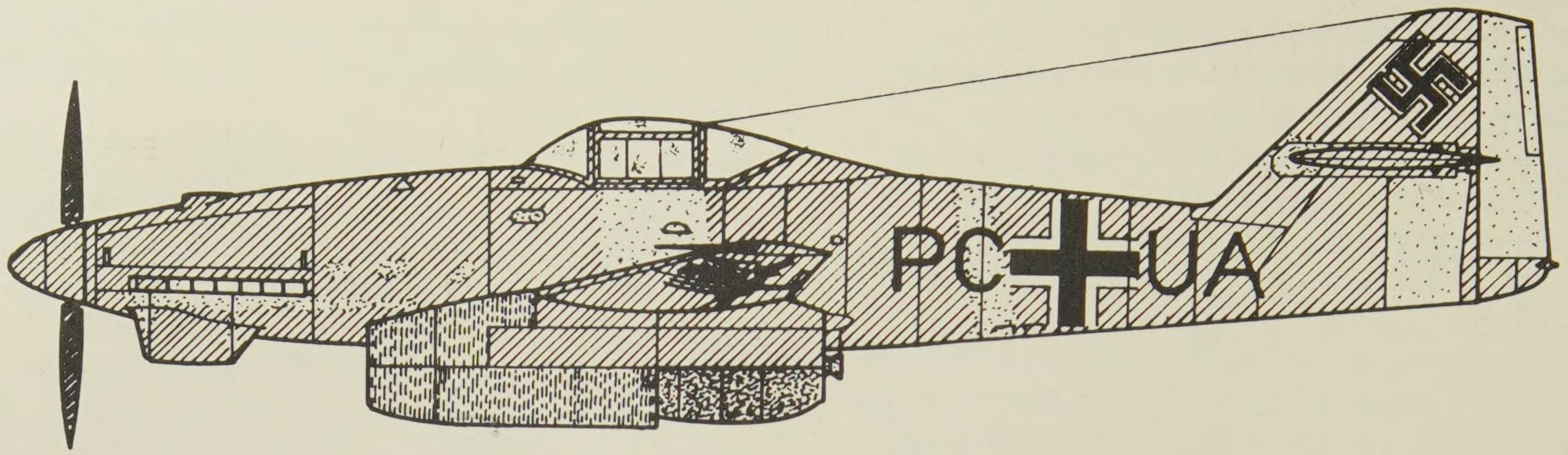
Standard wing and under surface camouflage. Fuselage in 71 with the addition of a yellow nose.

8: Me 262A-1a, 'Yellow 3'.

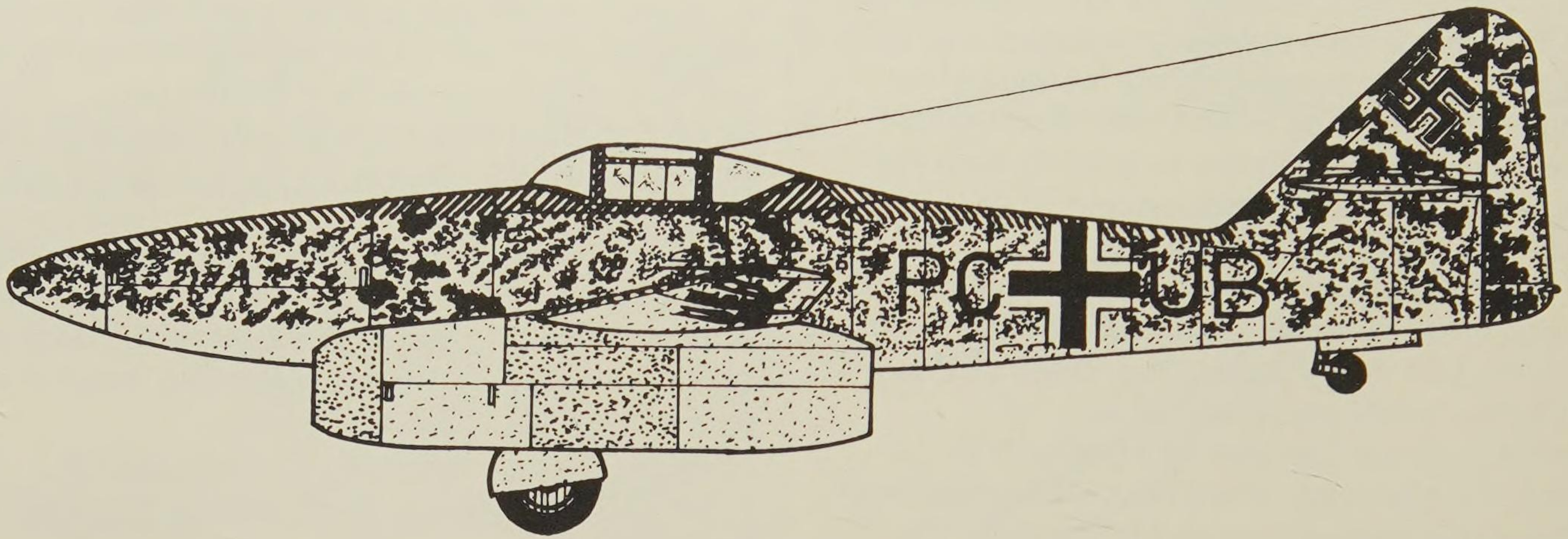
This aircraft was unusual in that it had the standard camouflage pattern but in shades 81 and 82 rather than 70/71. This 81/82 colour was repeated in splinter and mottle on the fuselage. Yellow 3 on an area of 82. Under surfaces still in 65.

NOTES

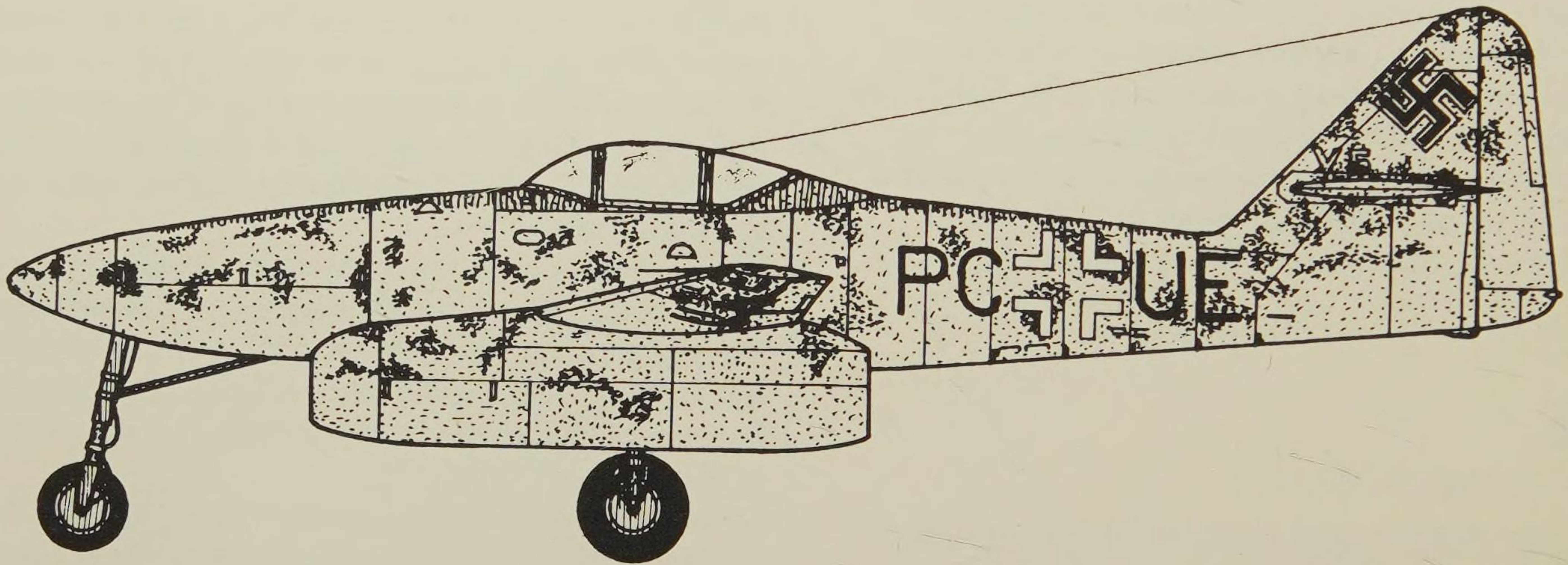
- (1) The technique of using 70 or 71 to cover the heat-stained area of the rear nacelle should be noted on drawings 4, 6 and 7.
- (2) All schemes were lightly sprayed or washed, showing considerable variations in tone.
- (3) The tendency to follow panel lines with colour should also be obvious on some aircraft.
- (4) Engine changes were common and it was quite normal for machines to have oddly camouflaged nacelles or only one nacelle with a coloured nose.



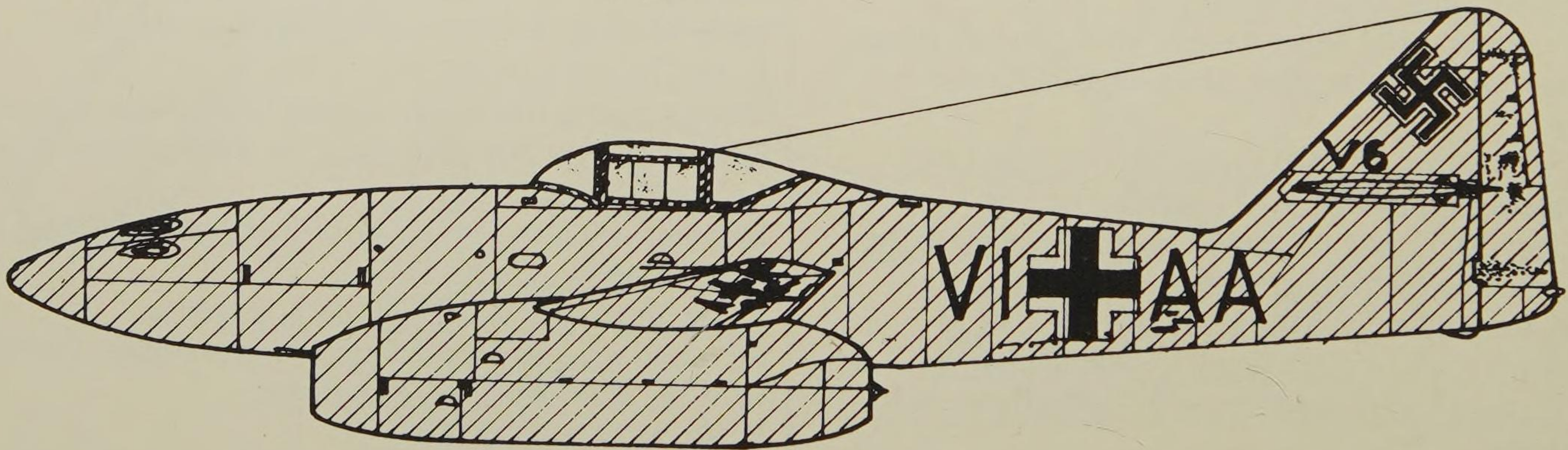
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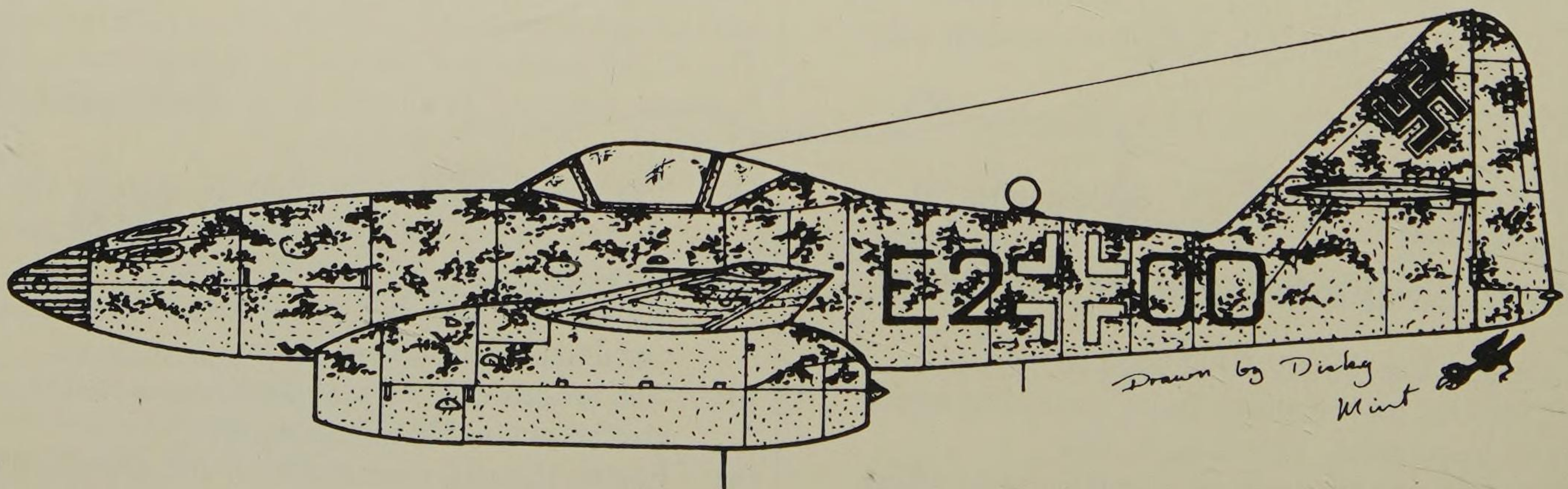
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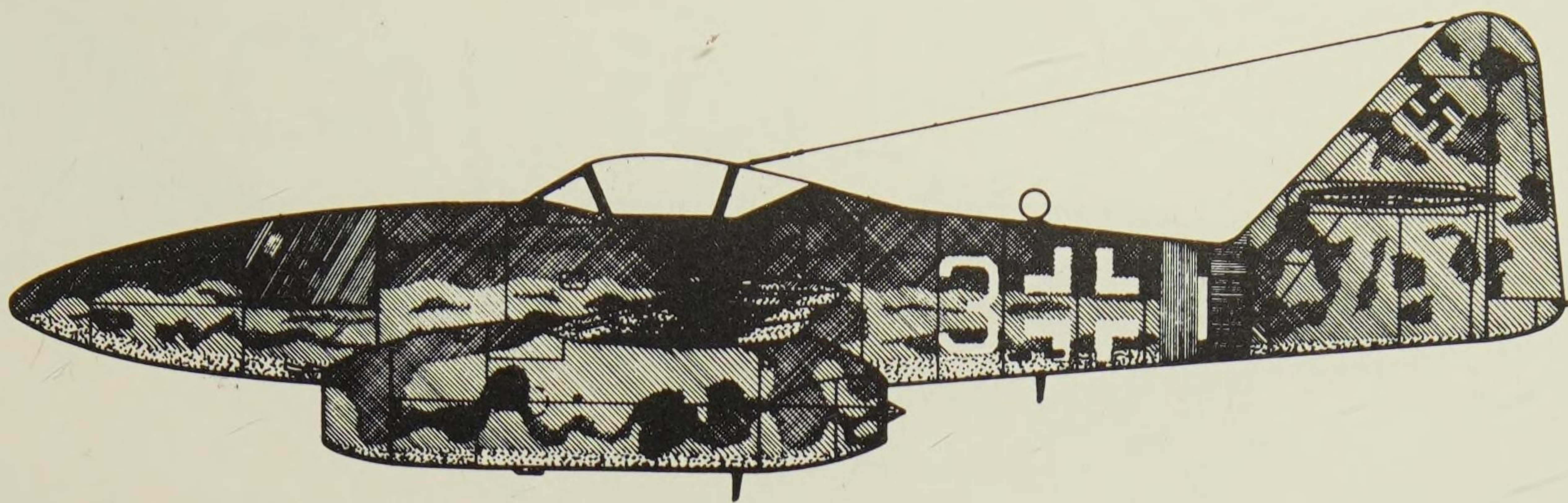
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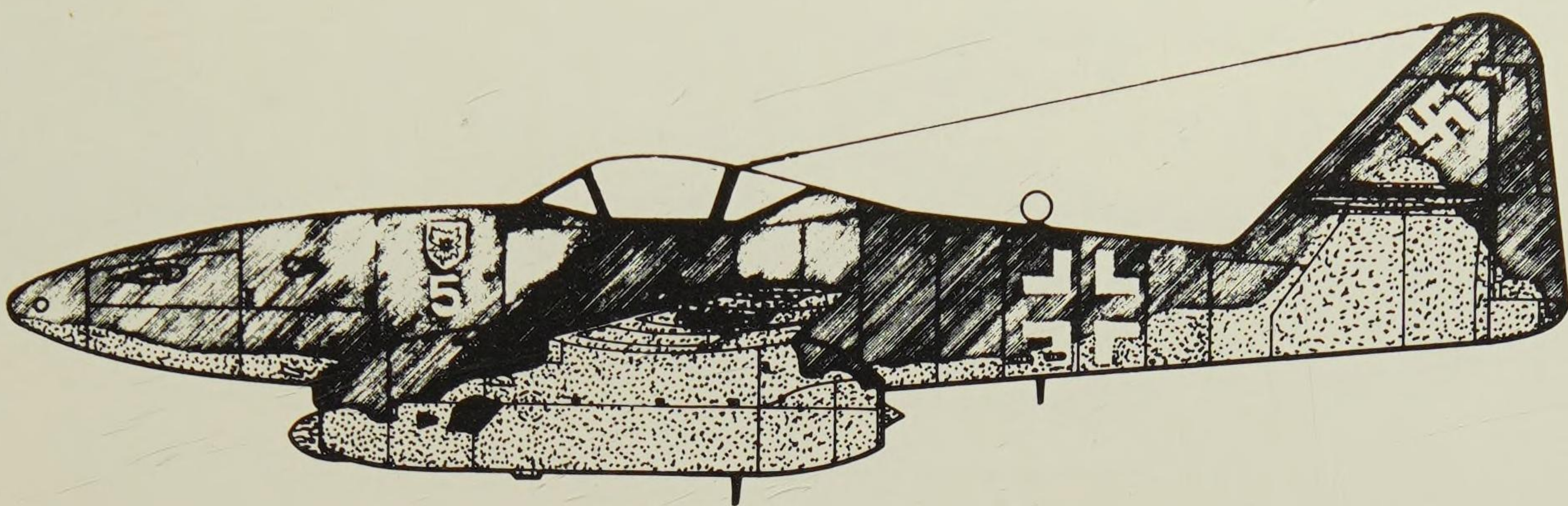
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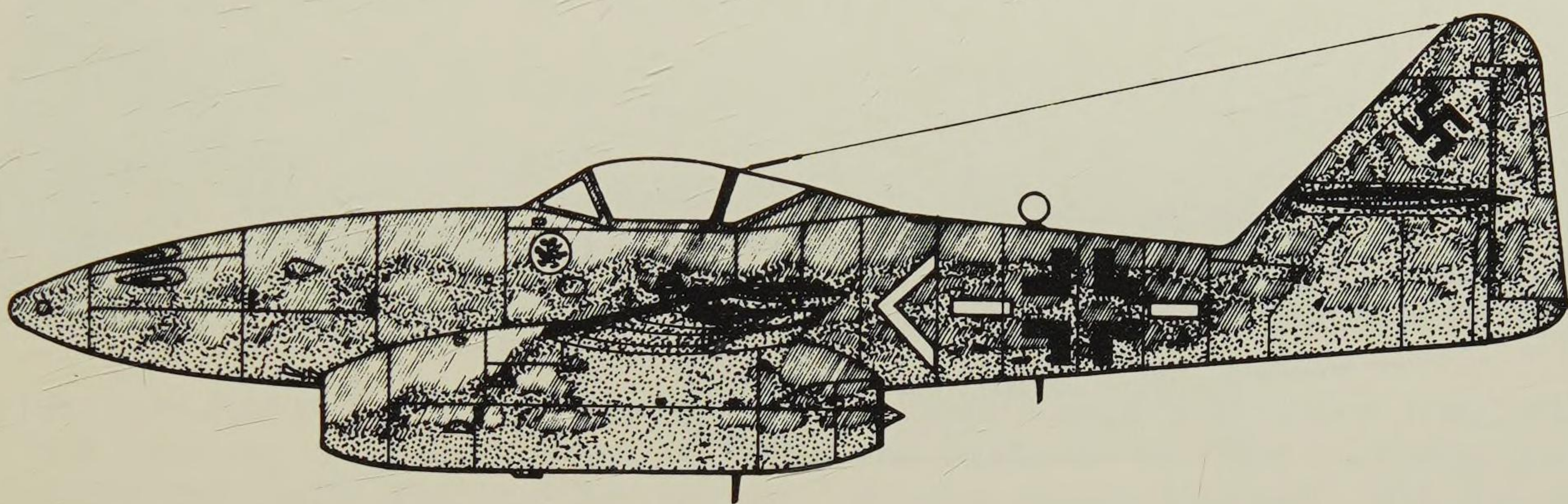
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1

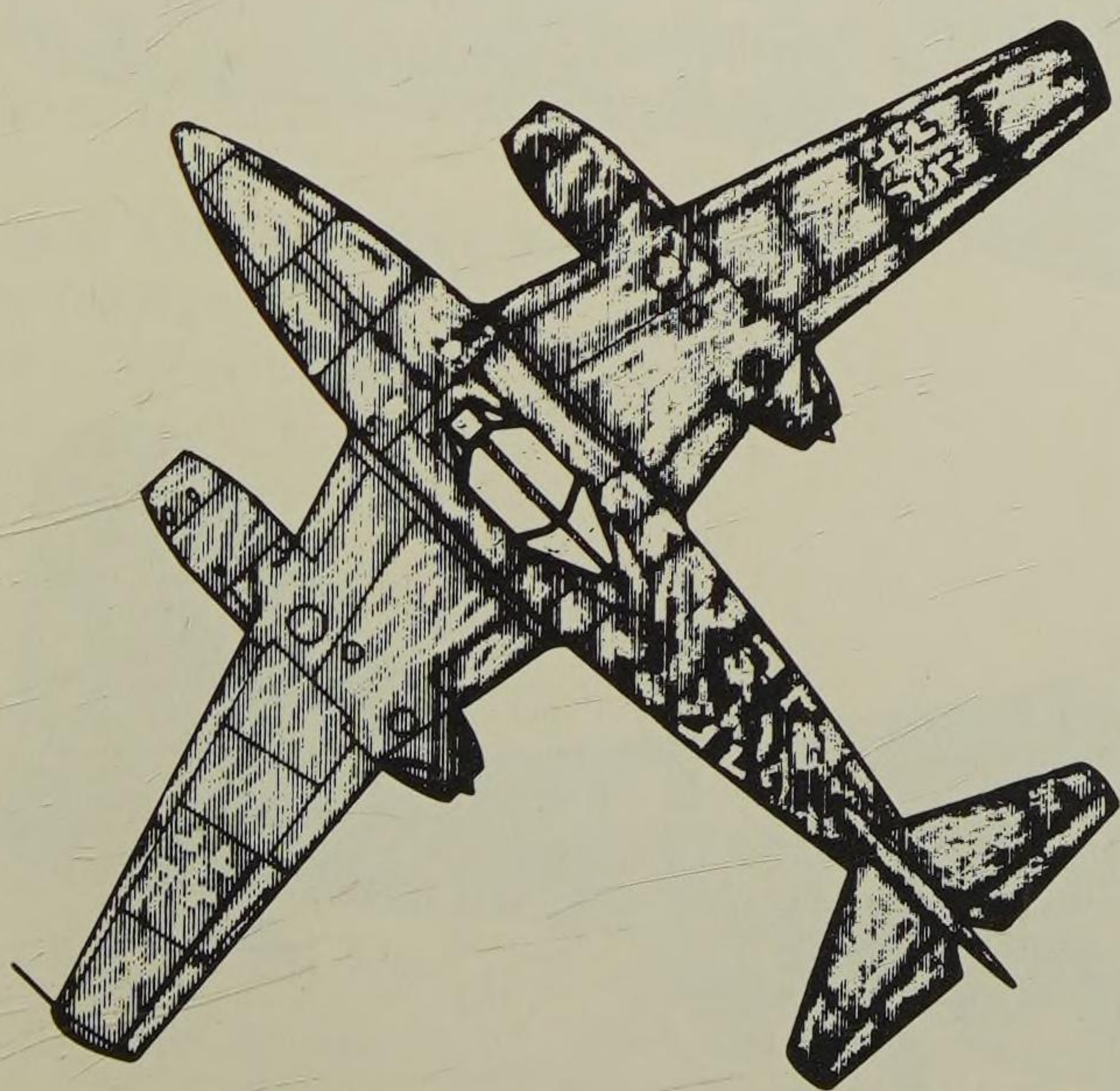


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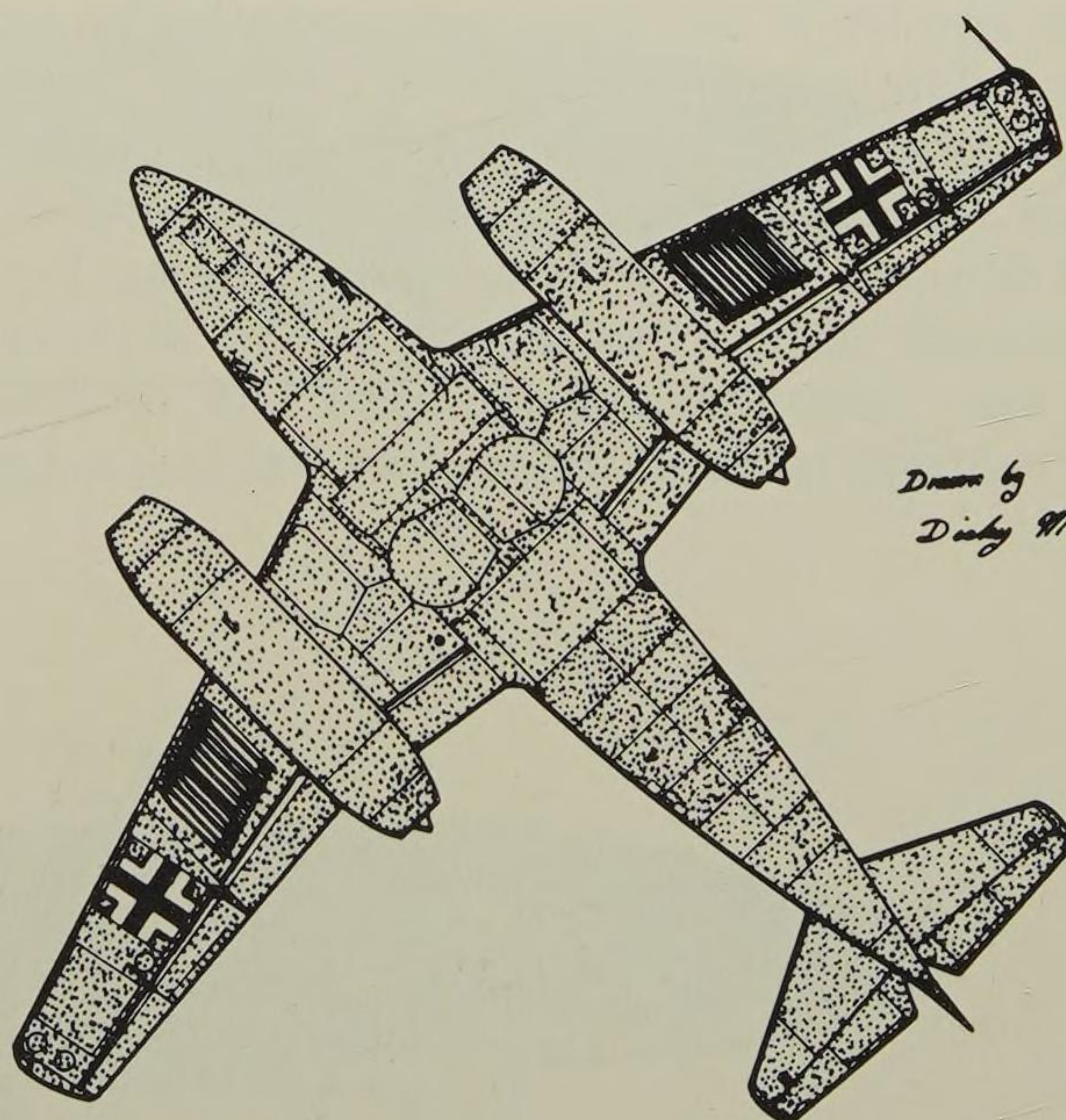


3

5



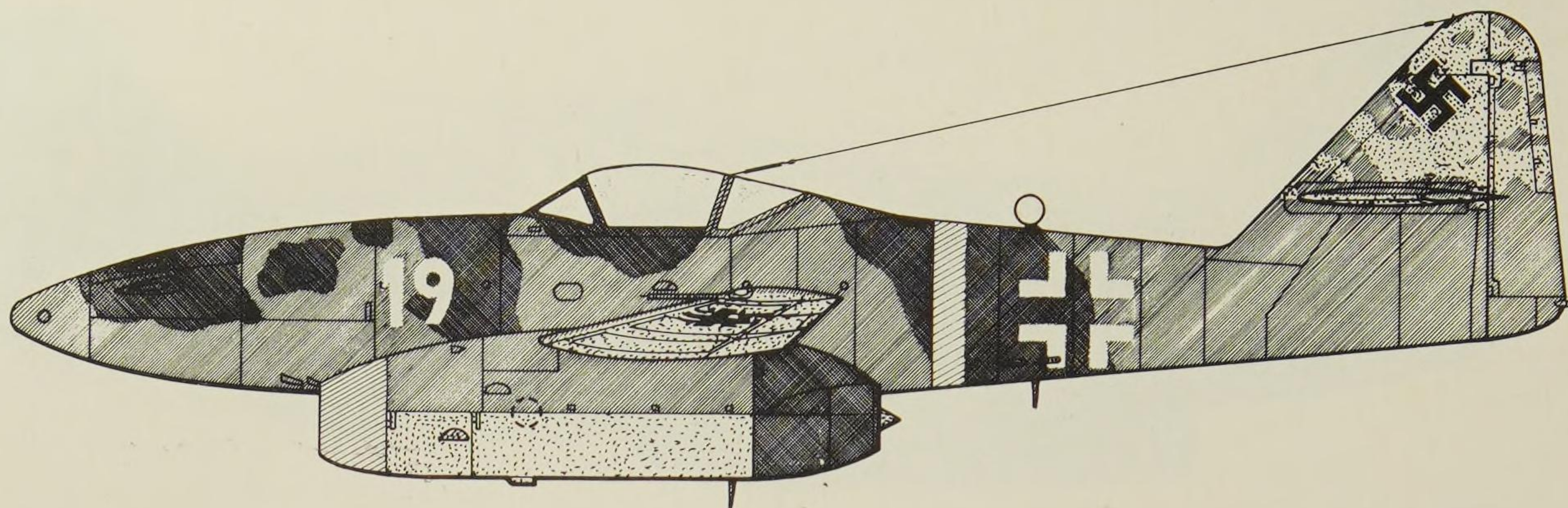
1b



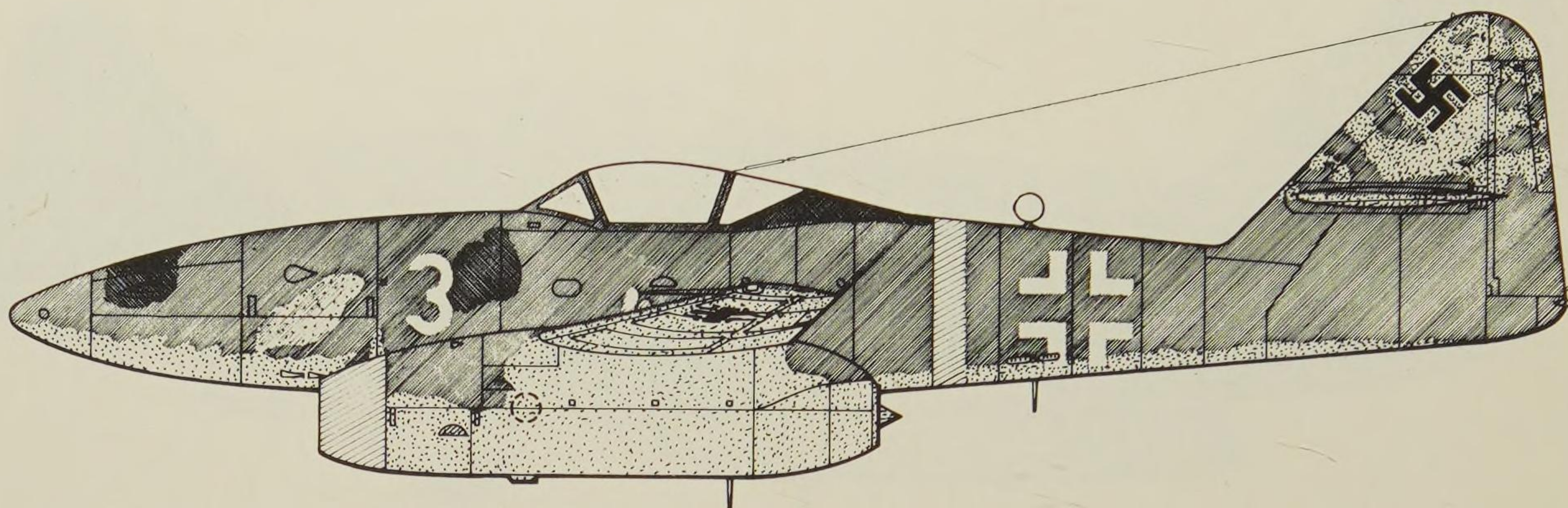
1a

Drawn by
Daisy Wint

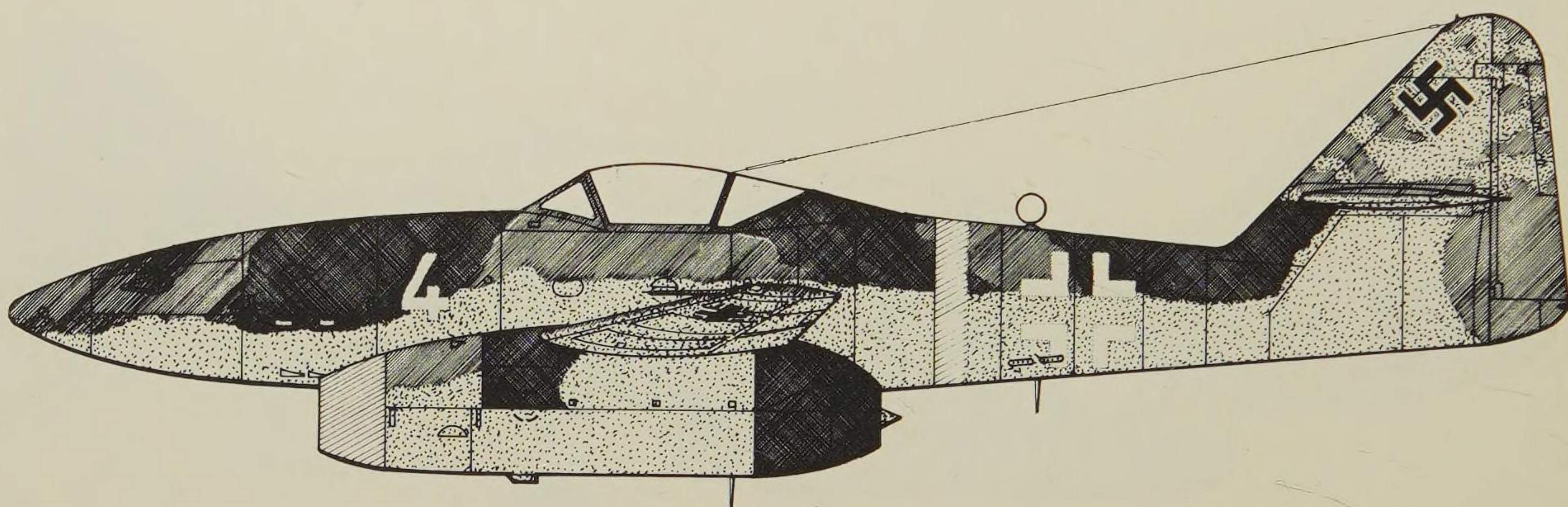




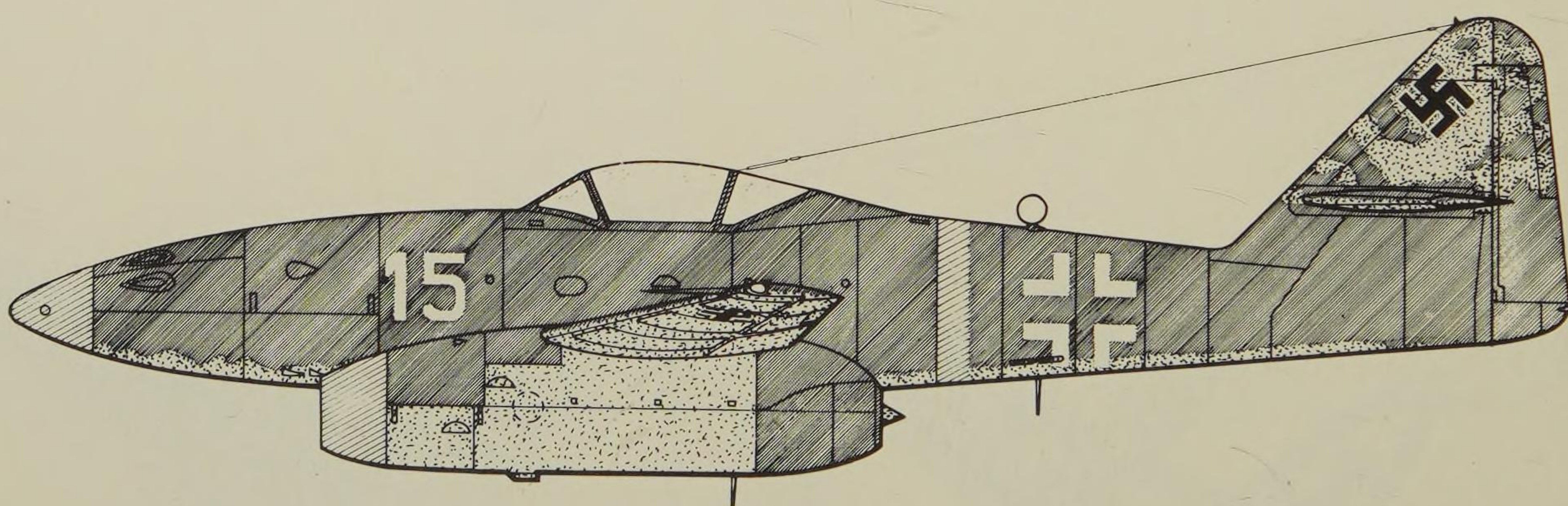
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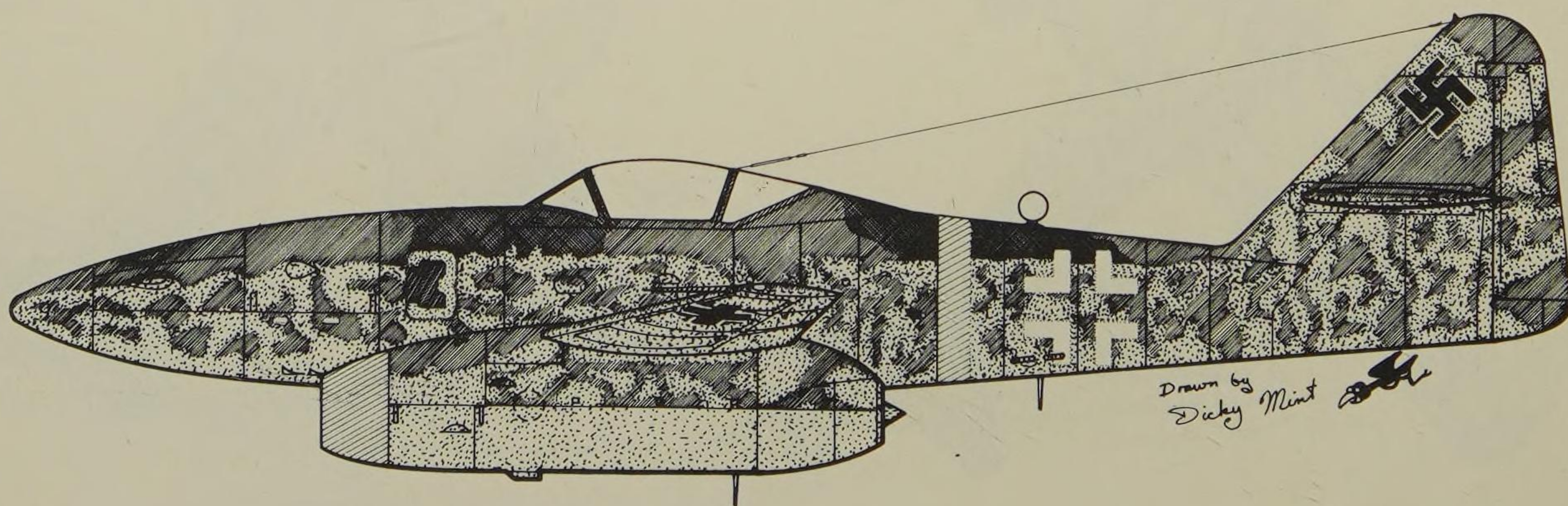
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3



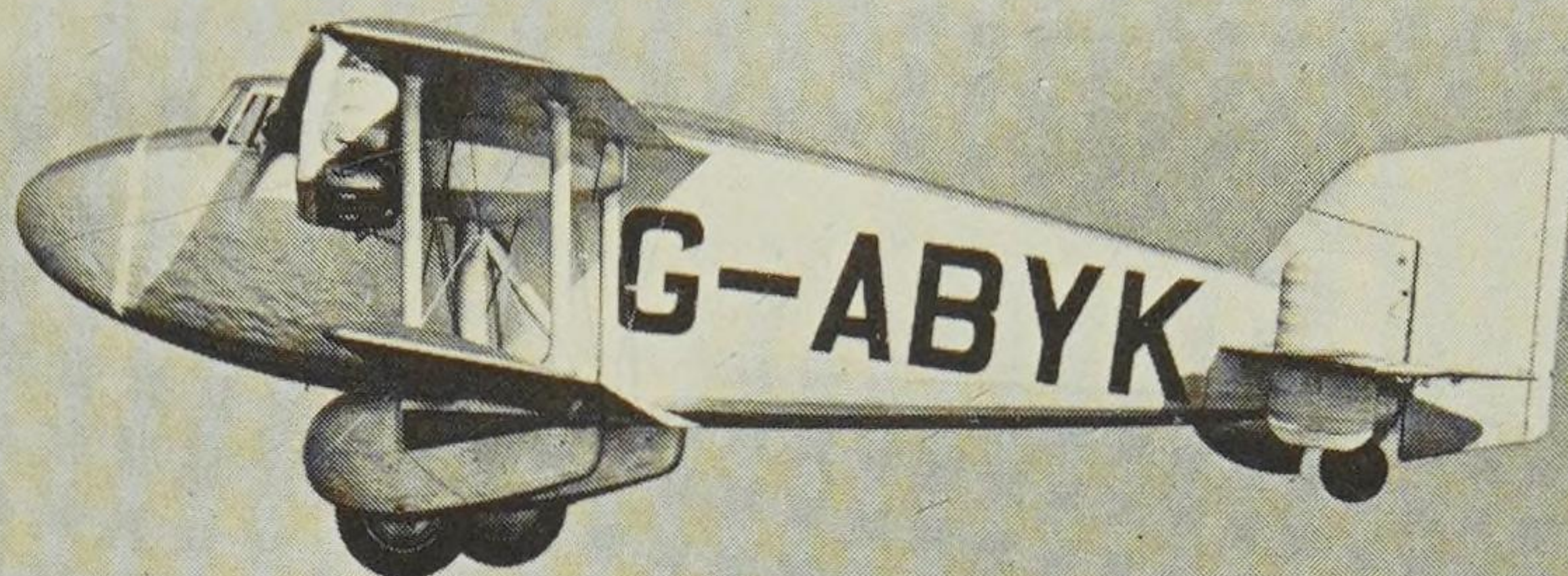
4



5

Drawn by
Dickey Mint

Boulton & Paul Mail Carrier

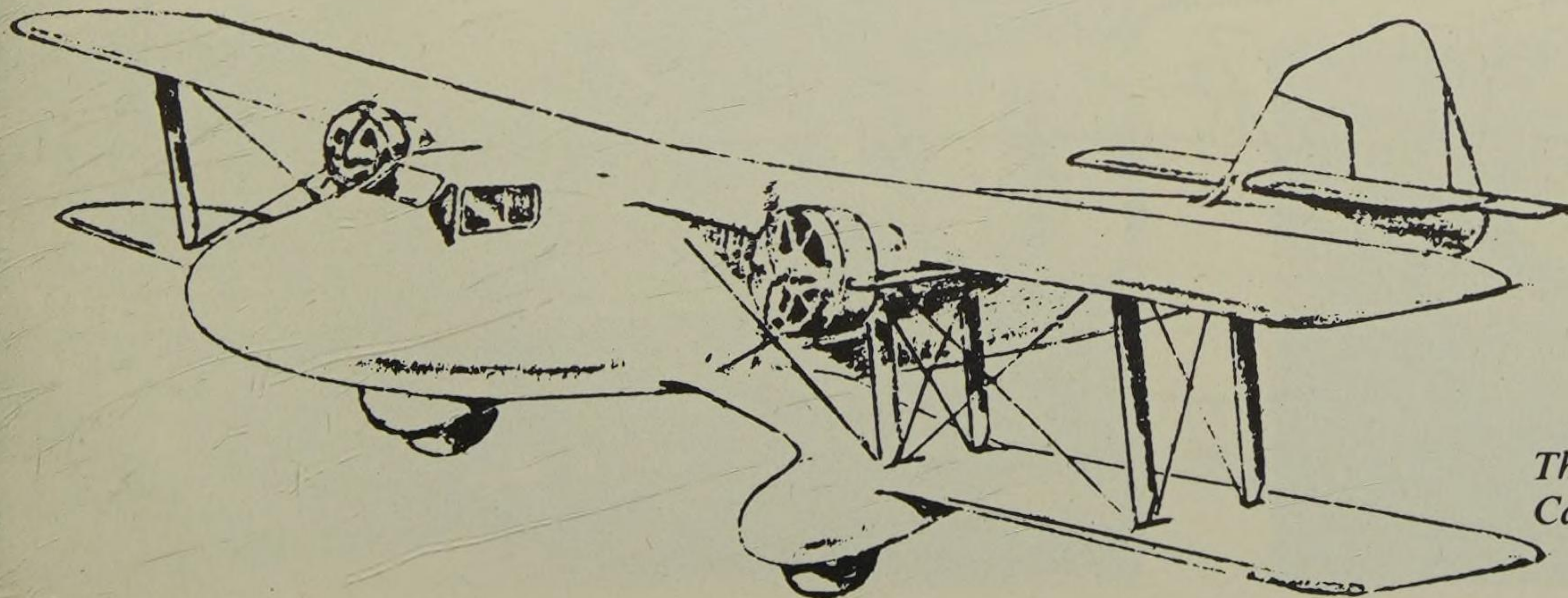


Study of a little-known prototype of 40 years ago by Les Whitehouse

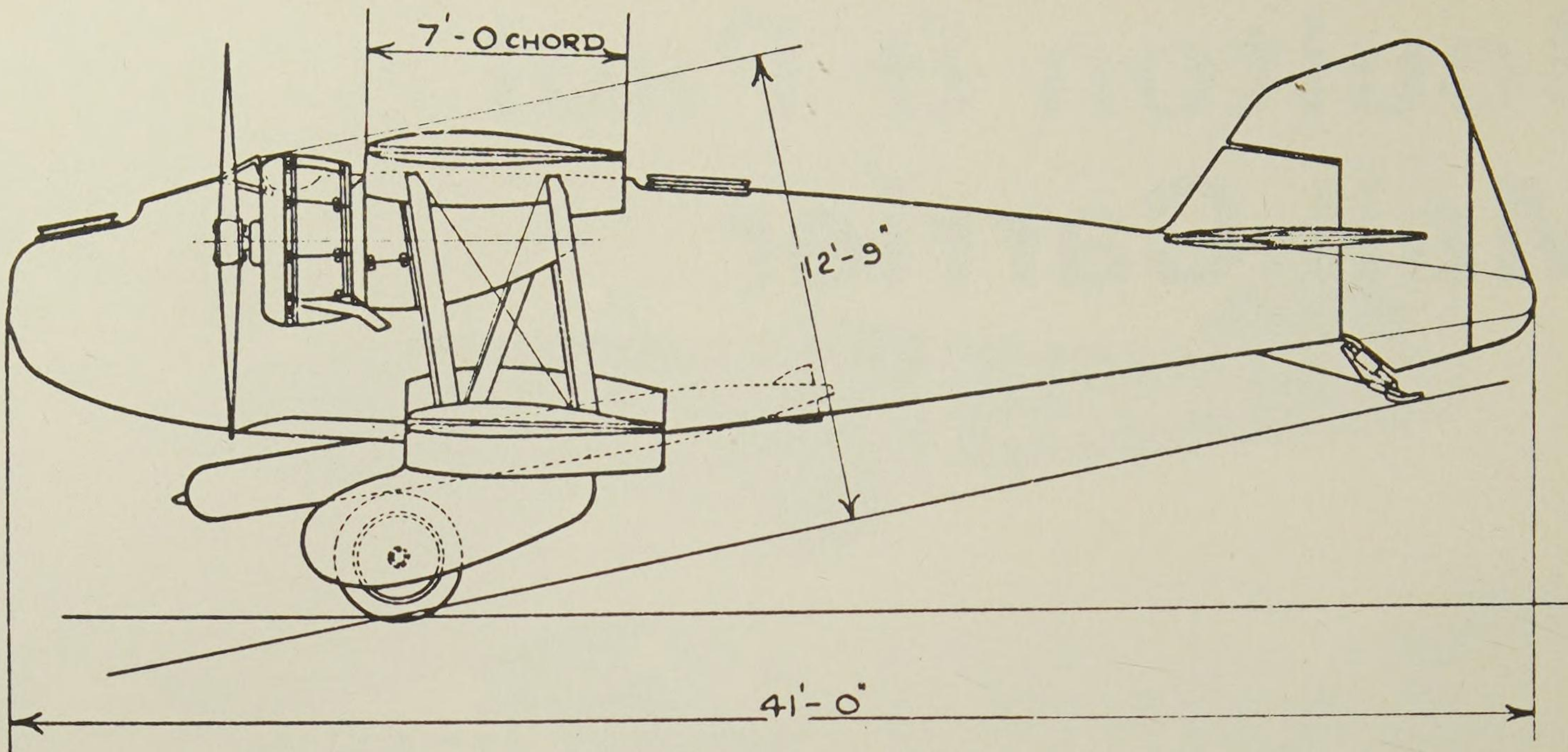
THE 'Mail Carrier', type P.64 in Boulton and Paul prototype sequence, was produced to updated issues of Air Ministry Specification No 21/28, and first flew during March 1933. The specification's aim was the production of an aircraft which could reproduce a specified performance under routine operating conditions in regular airline service, the main requirements being:

- (1) Reliability and speed.
- (2) Ease and cheapness of all maintenance operations.
- (3) Top speed to be as great as possible, but the alighting speed with engine on must not exceed 60 mph.
- (4) Range 1,000 miles in zero wind at cruising speed of 150 mph.
- (5) Ability to fly at 5,000 feet fully loaded on one engine if a twin engined design.
- (6) Useful load 1,000 pounds of mail.

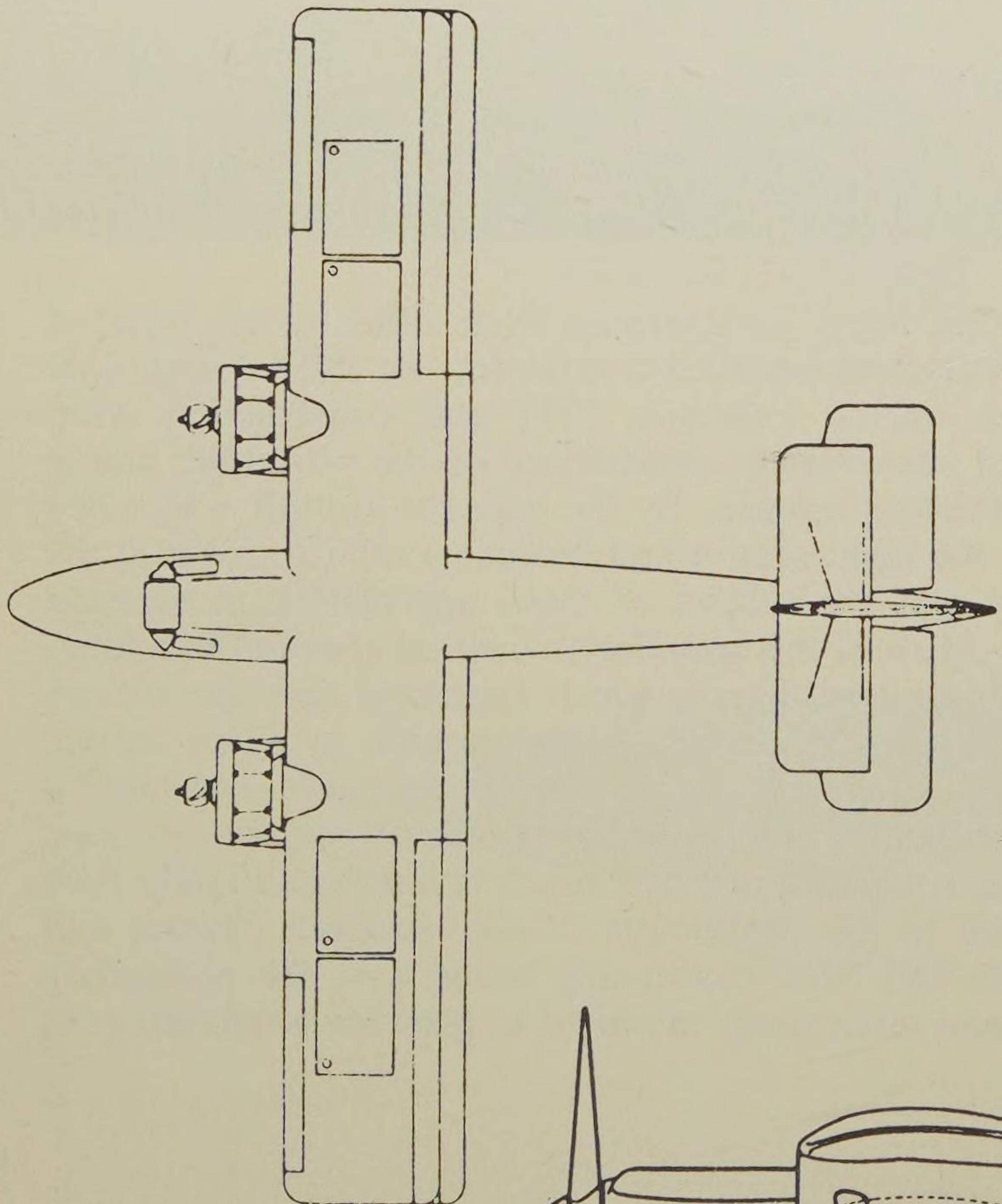
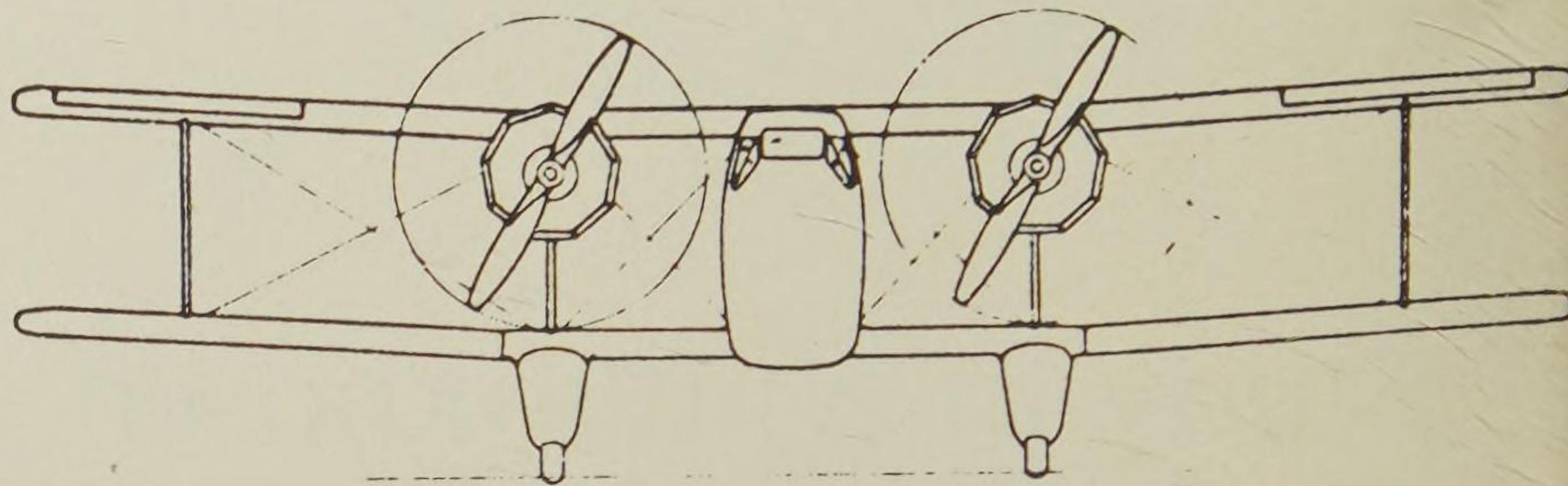
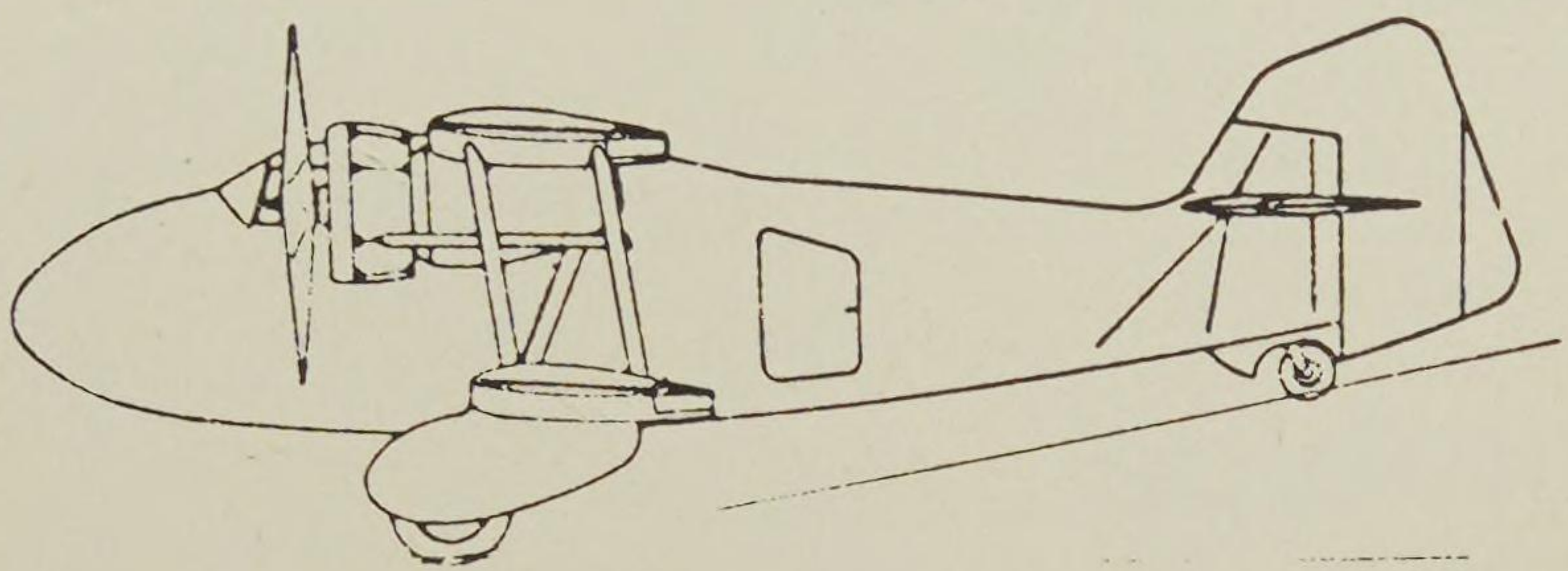
Despite heavy competition from other firms, Boulton and Paul were awarded a contract for their design submission during February 1932 and construction commenced immediately, production of the prototype taking some thirteen months. By the time the aircraft was rolled out to the flight shed it had become a familiar sight at the factory and the subject of much speculation in aviation circles. Most of this speculation centred around the estimated performance figures which suggested that the aircraft would have a performance comparable to many service fighters. However, no matter how much speculation occurred, only a few Air Ministry officials and the company staff were to know just how much research had really been involved in the production of the machine. Shapes and sections had been continually tested over the preceding years and laboriously modified to produce minimum drag



The P.47, initial design study for the 'Mail Carrier' considered in 1929, was finally rejected as unrealistic for commercial service.



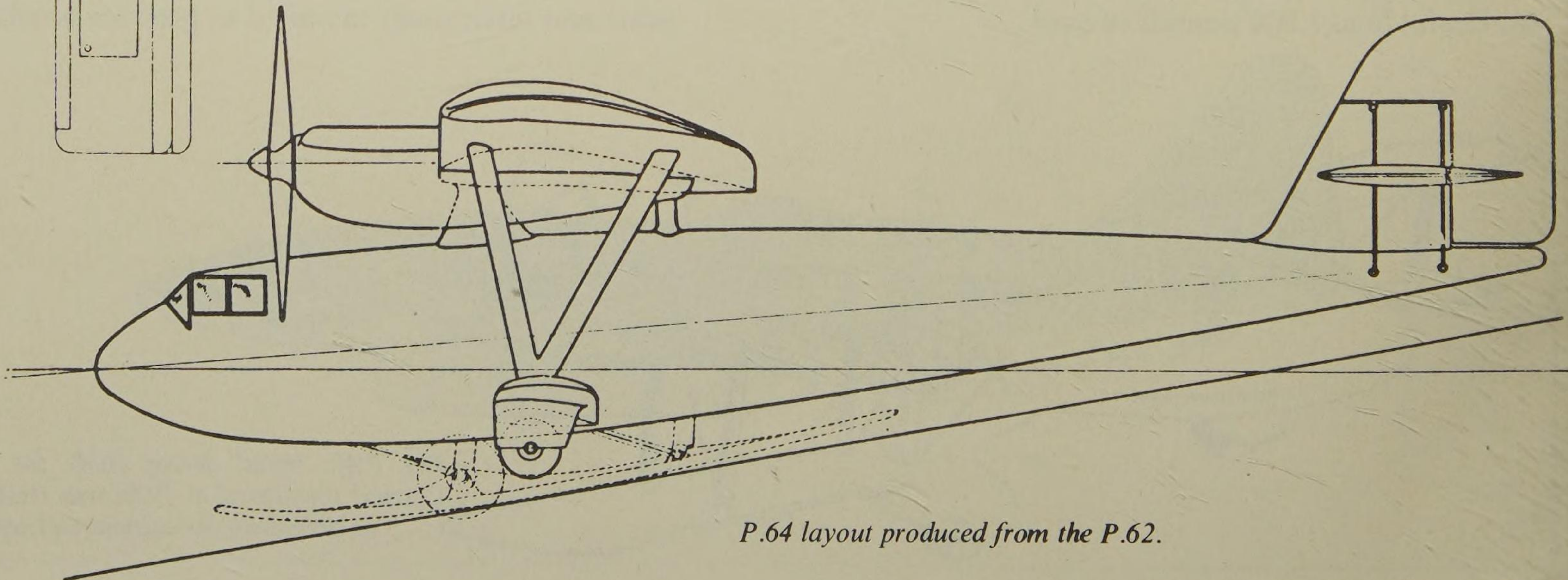
The design study actually submitted for Specification No 21/28 was based closely upon the P.62, a high speed day bomber/torpedo aircraft, models of which had already been extensively wind tunnel tested during the preceeding year (1930-31).



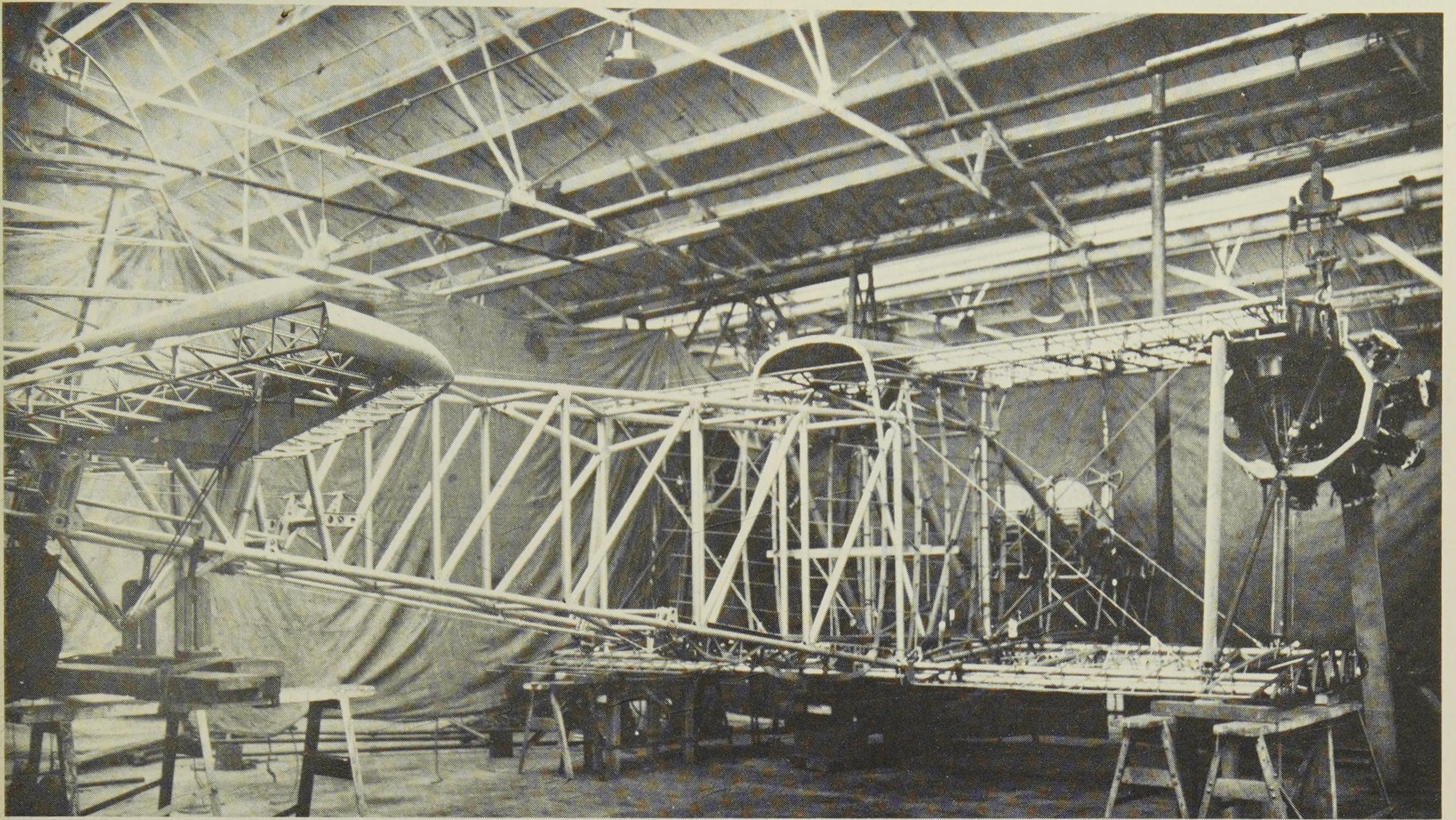
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
SCALE IN FEET

TWIN ENGINE MAIL CARRIER
A.M SPECIFICATION No 21/28
B & P DESIGN SERIES No P64

The study for which Boulton and Paul were awarded a contract was quite different in detail to the production aircraft. Most noticeable being the change in fuselage shape (stemming from a modification to windscreen rake which completely altered the airflow characteristics) and totally different tail unit. The initial form is shown here.



P.64 layout produced from the P.62.



The finalised design during construction at Norwich during early 1933 (Air Ministry 7999A).

and interference figures. The aircraft finally differed so much in detail shape from the original design submission that they could be taken for the products of two separate companies. So many tests were undertaken that much of the routine work had to be sub-contracted to RAE Martlesham Heath and by the time that the design was finished the aircraft was actually based completely upon some 14 years of experience in wind tunnel and full-size testing of twin engined biplanes.

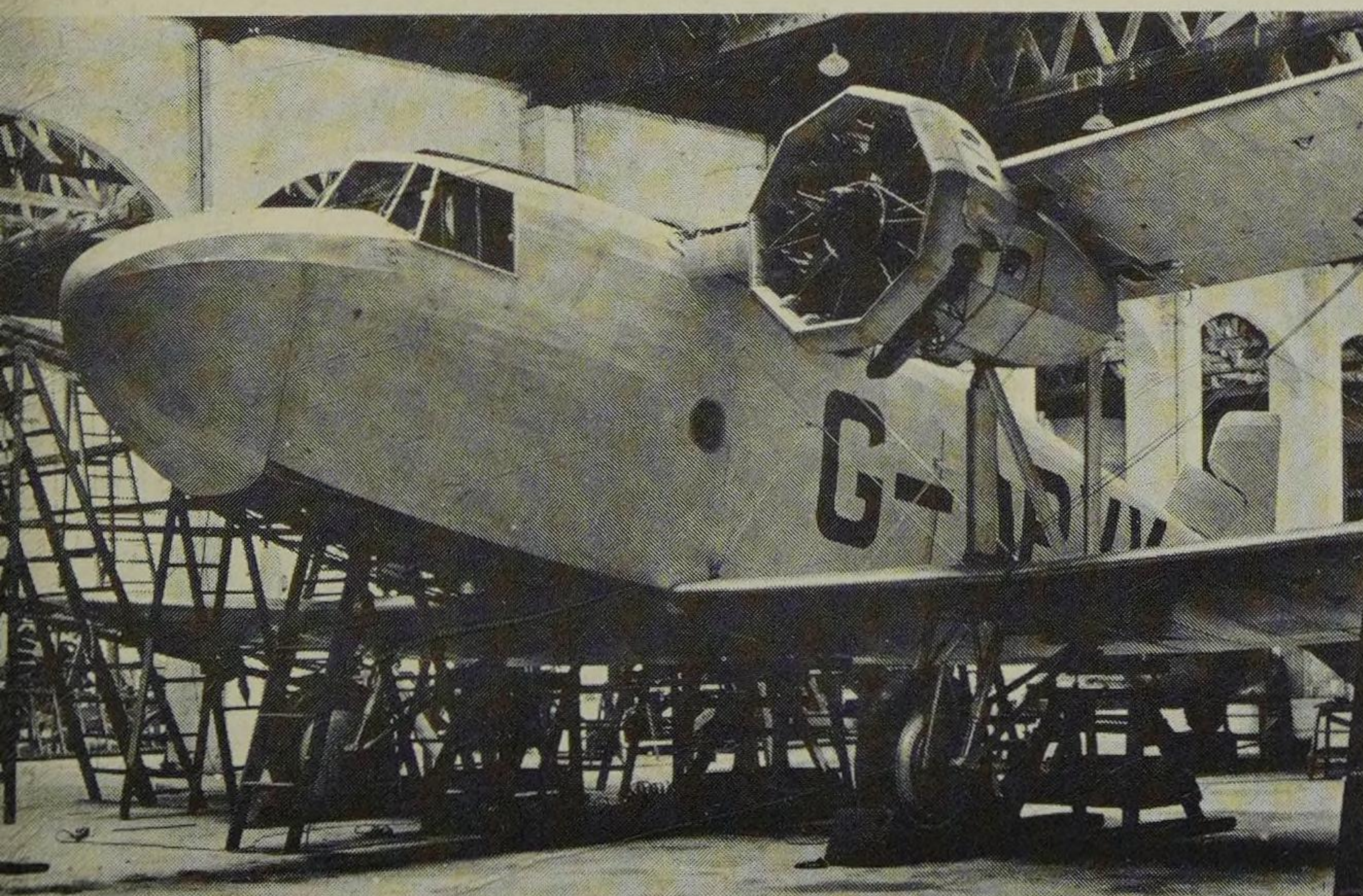
The first flight of the P.64 was an unqualified success and the aircraft appeared to have fulfilled its design specification completely. However, the rejoicing was short for during a subsequent take off run the aircraft got into serious difficulties. The initial manifestation was a pronounced swing to the right at threshold speed which could not be corrected by rudder. The pilot, Sqn Leader C. A. Rea, was forced to cut both throttles and apply the brakes but insufficient braking power was available since ministry officials had decreed that the brakes would be adjusted for light pressure during initial tests. The machine collided with the fence surrounding a sheep pen and was flicked on to its

back. Investigation showed that the rudder flow tests, sub-contracted to RAE (Royal Aircraft Establishment), had only been carried out at zero and large angles, not at the one to two degrees required in flight. The flow was almost completely blanketed at small angles, the rudder effect being negligible. This was not shown up by tests because no measurements had been taken at these angles.

To modify the slipstream two small finlets were added to the tailplane and the repaired machine was delivered to Martlesham Heath for trials. The trials appear to have been successful although subsequently the aircraft crashed from a height of 1,500 feet while still at RAE. The machine was completely destroyed, but the pilot escaped unhurt. Some interest was shown in producing a second prototype for a time but this was not proceeded with and the project was dropped.

Basic

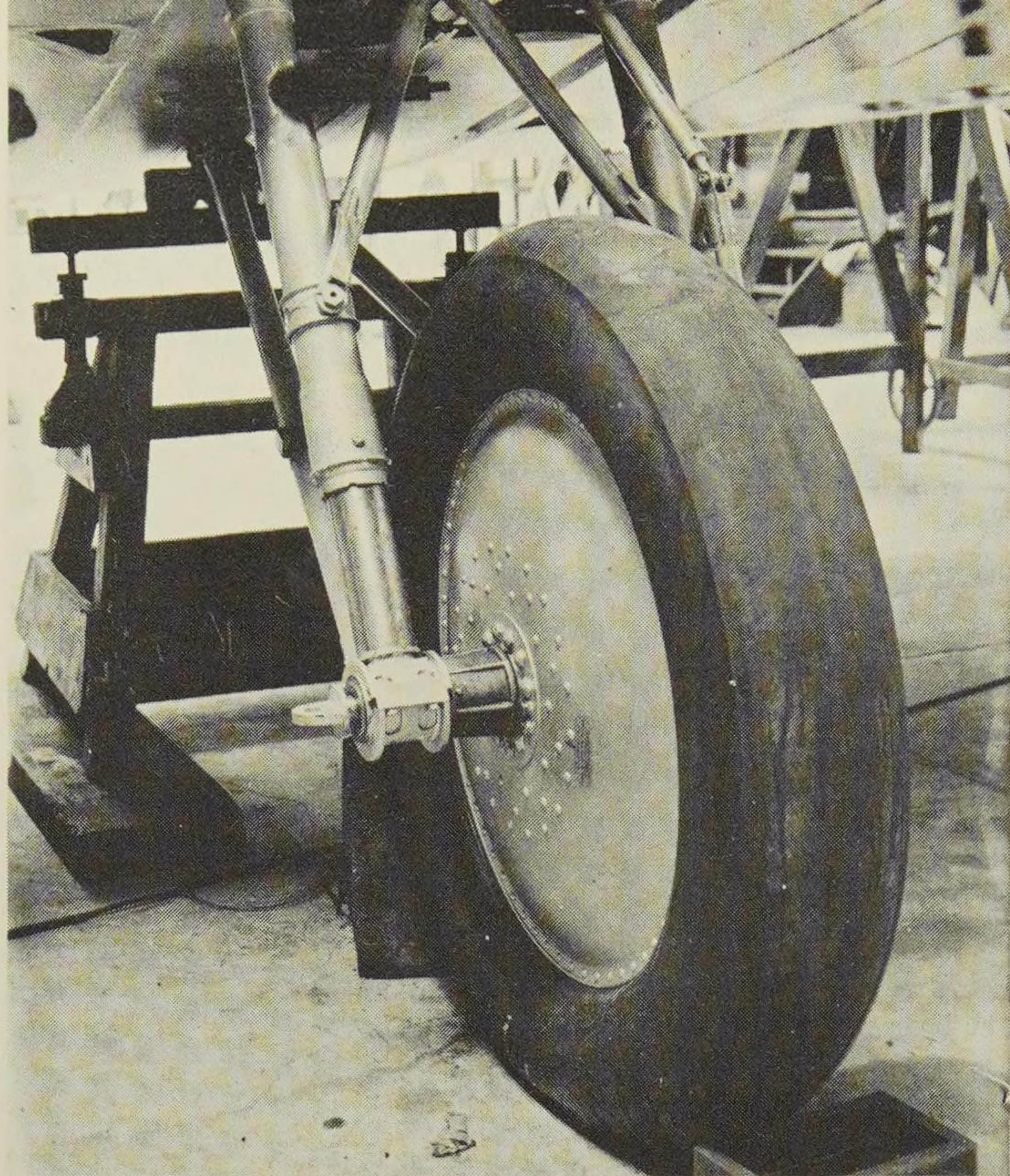
Twin engined, high performance landplane having twin bay wings attached at the top and bottom of the fuselage in



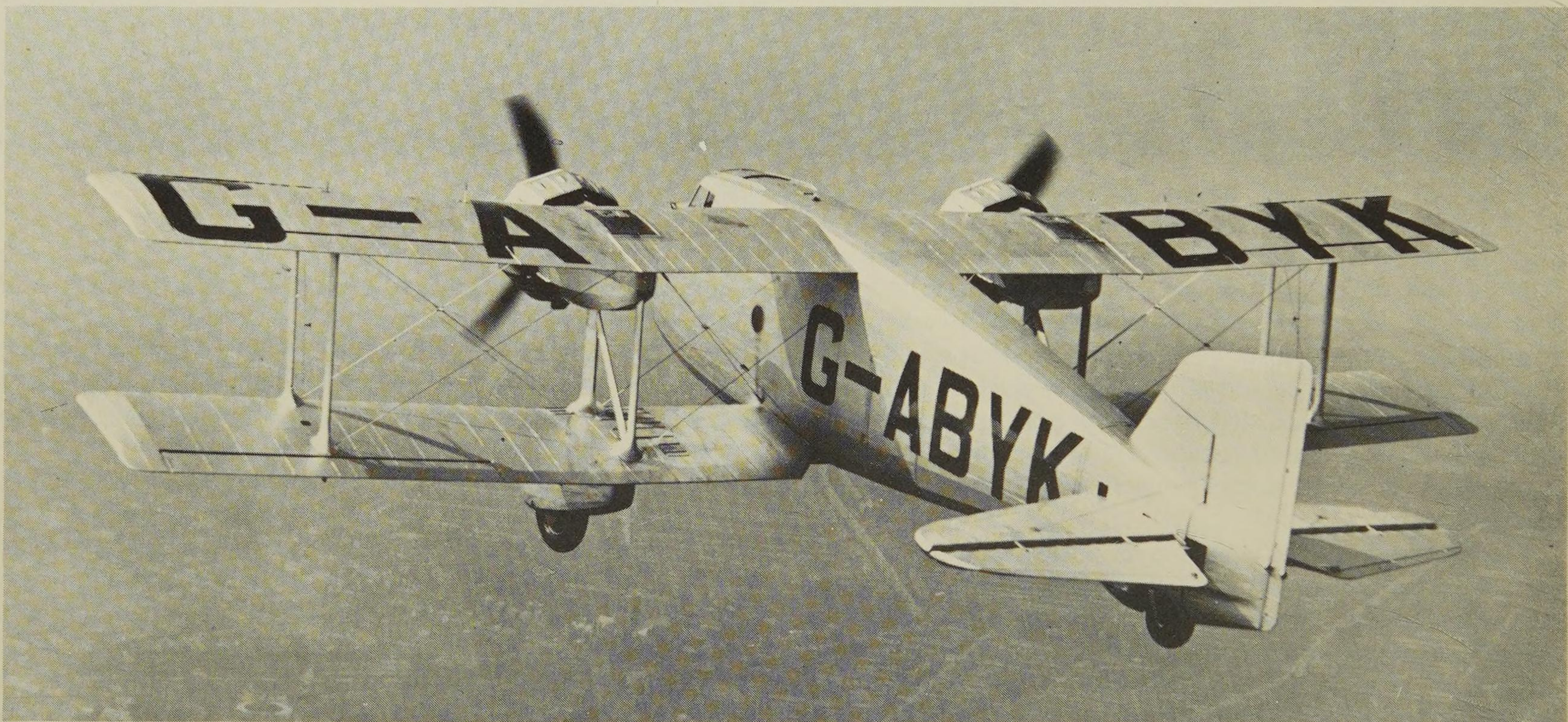
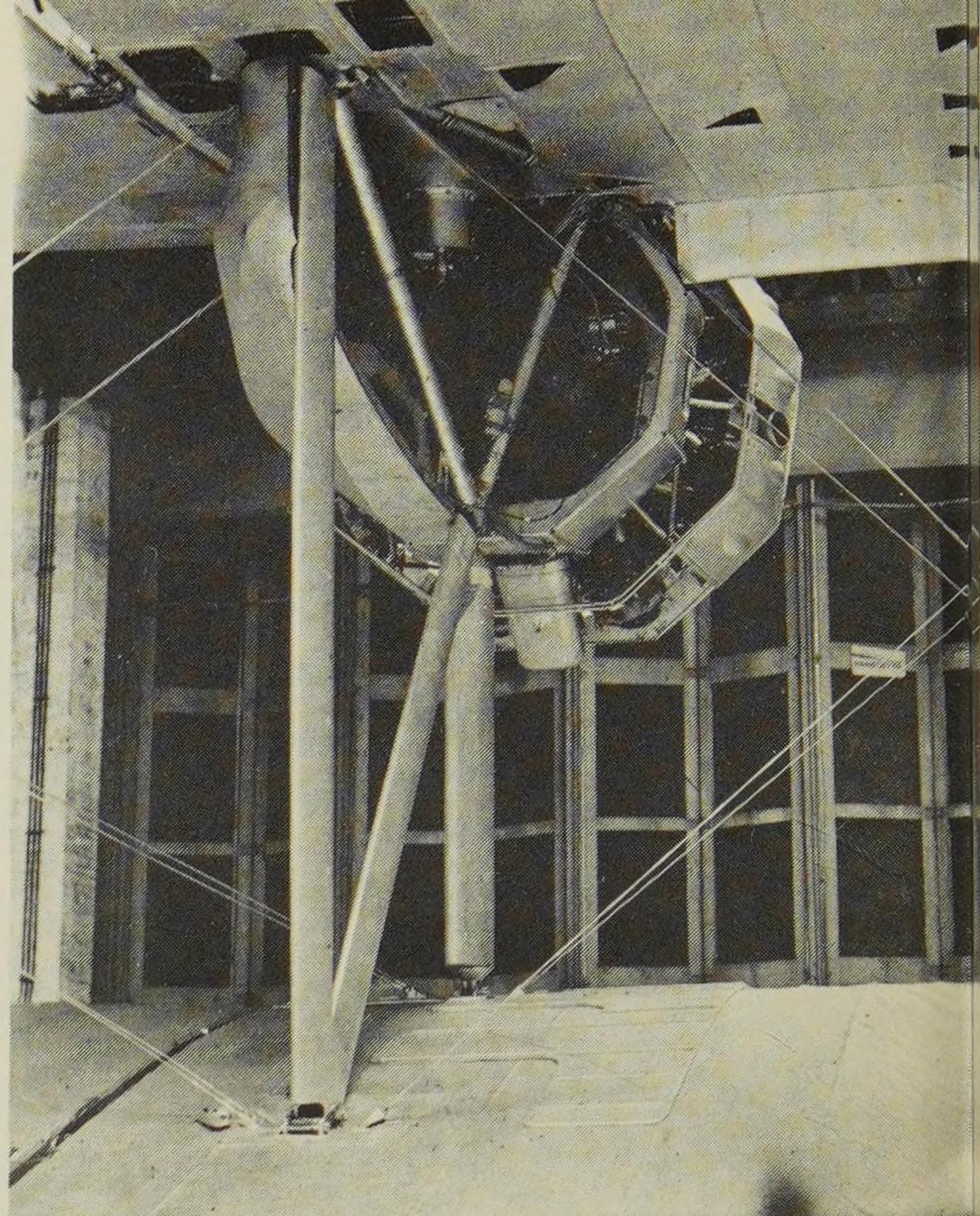
Left: By 17/3/33 construction was almost complete.

Below: The aircraft, without propellers or wheel spats, was rolled out five days later.





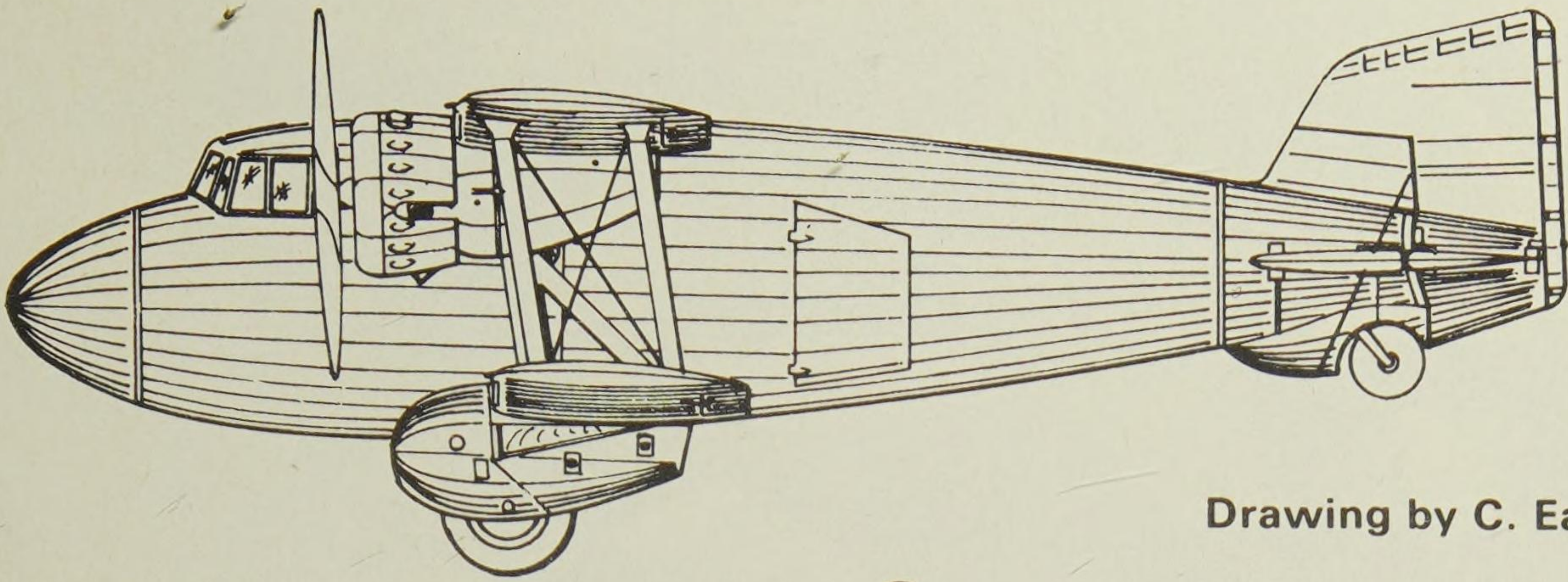
Left: Undercarriage detail. Right: Engine and wing inspection panels were numerous.



Above: Taken on one of the initial flights prior to its take off accident the aircraft has no finlets on the tail surfaces (Boulton & Paul). Right: The rebuilt machine showing the added finlets on the tail to augment the rudder.

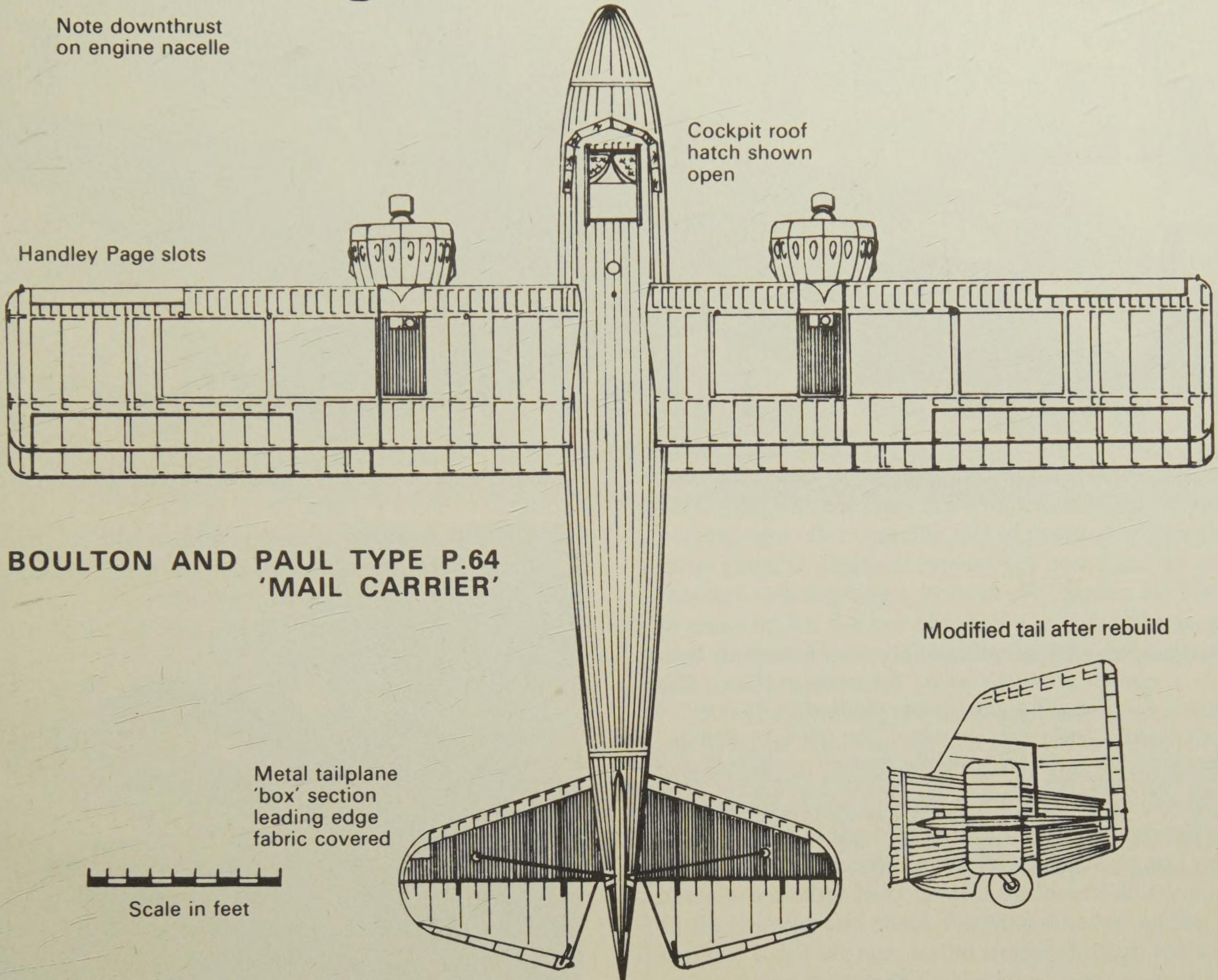


All photographs from author's collection unless otherwise credited.



Drawing by C. Easson

Note downthrust
on engine nacelle



**BOULTON AND PAUL TYPE P.64
'MAIL CARRIER'**

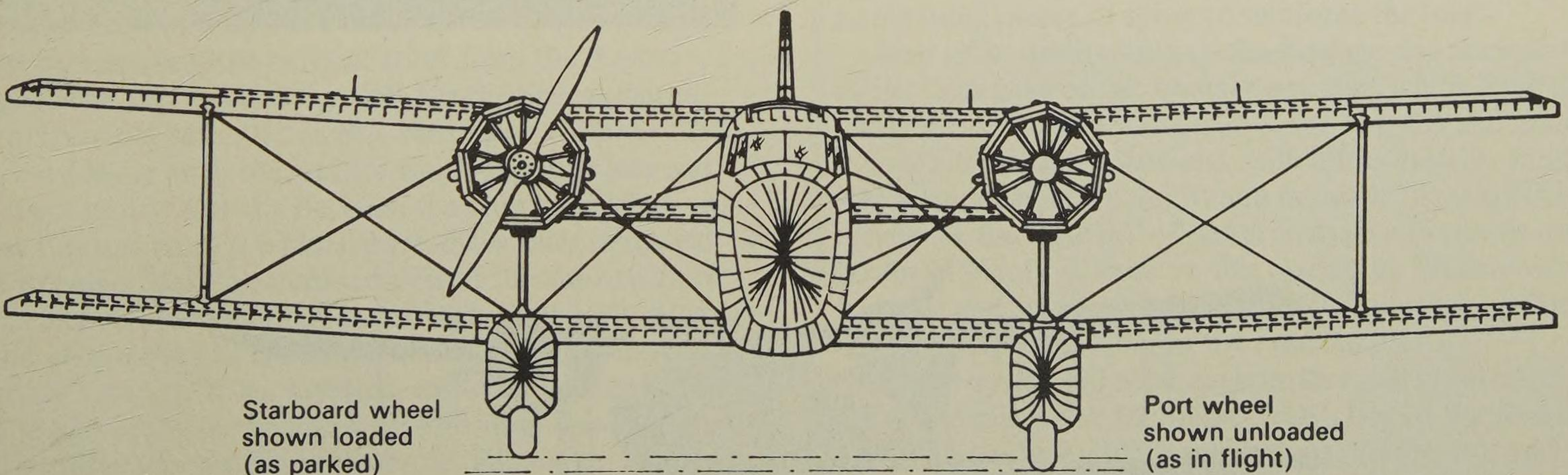
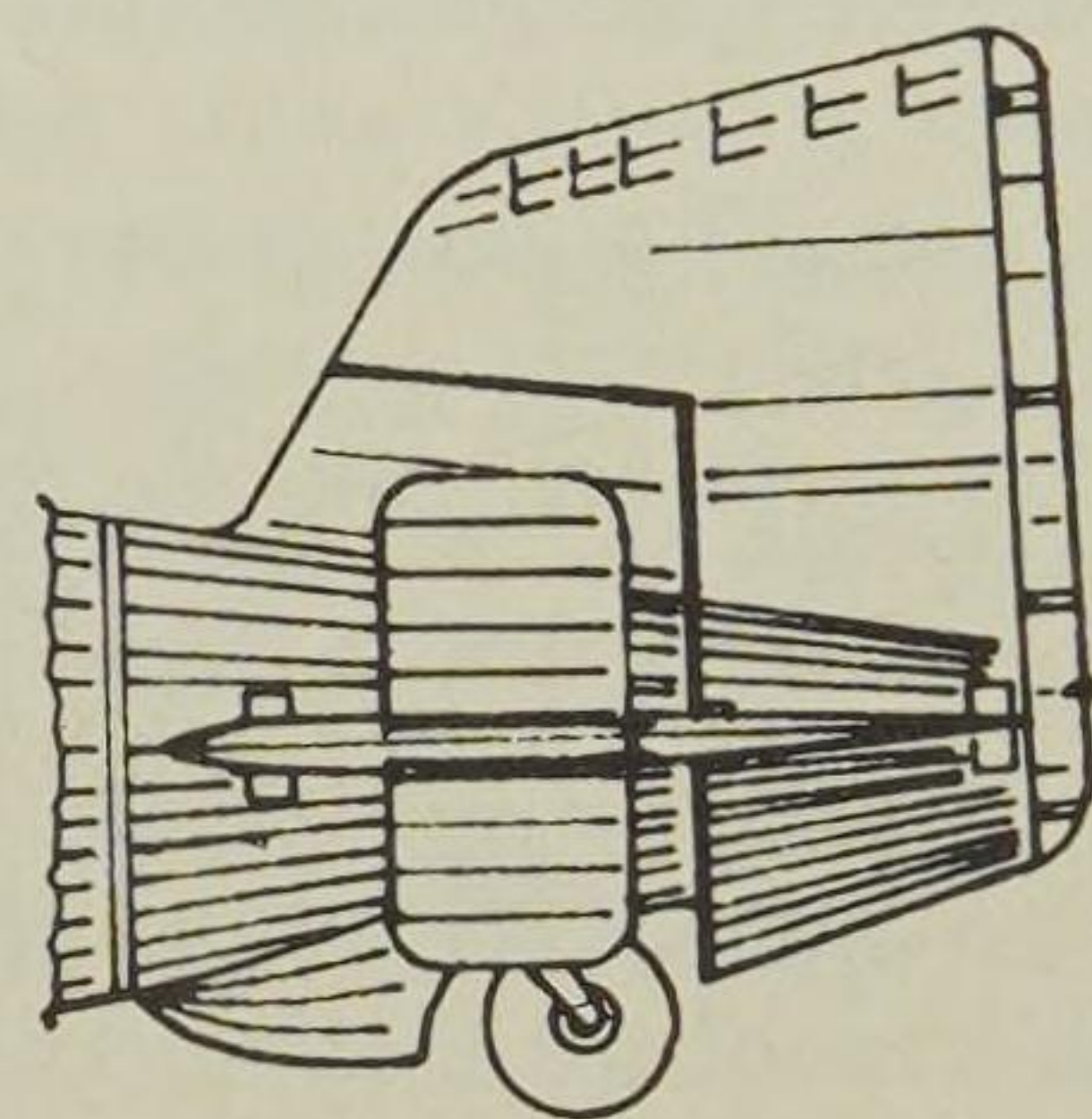
Cockpit roof
hatch shown
open

Handley Page slots

Modified tail after rebuild

Metal tailplane
'box' section
leading edge
fabric covered

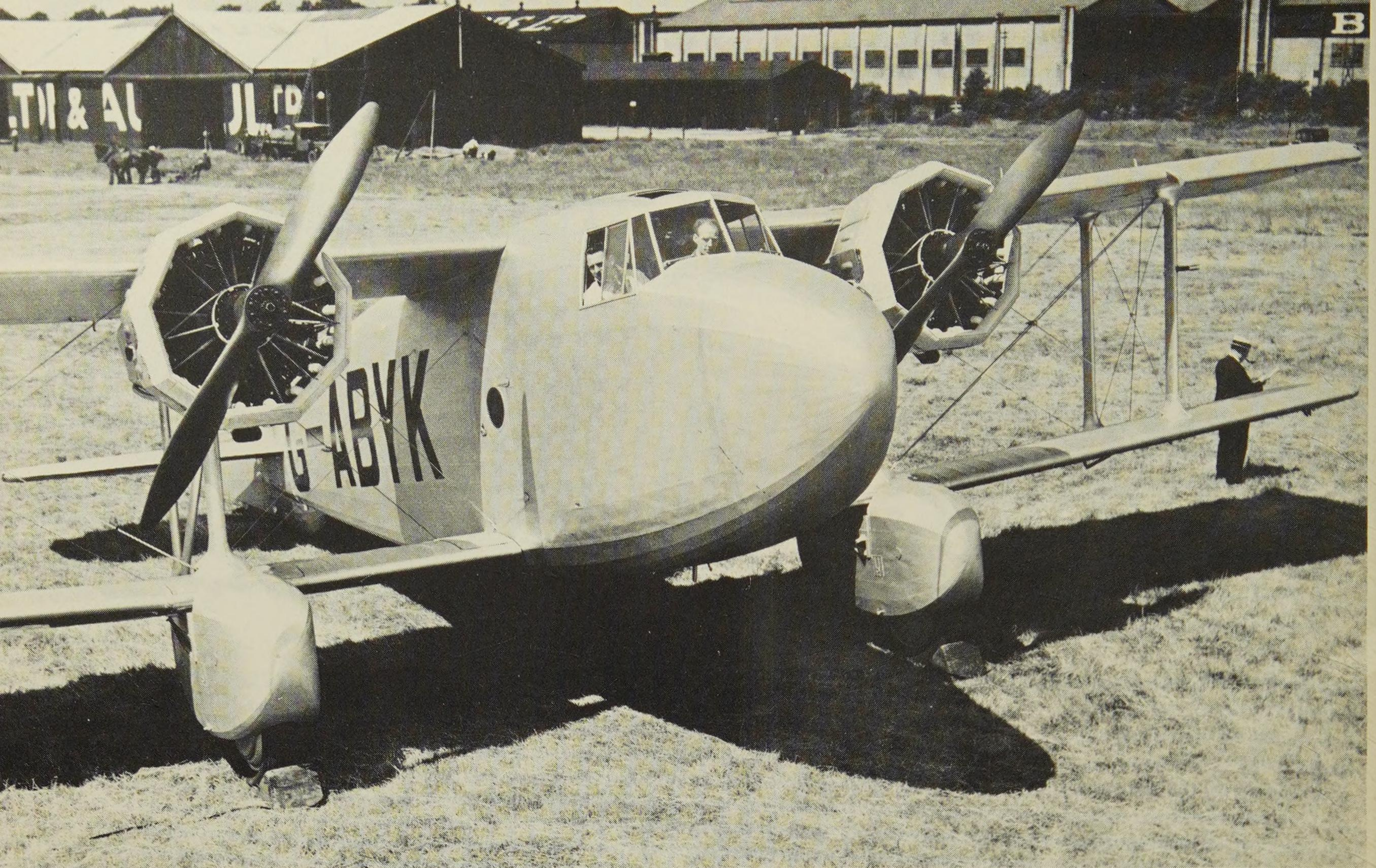
Scale in feet



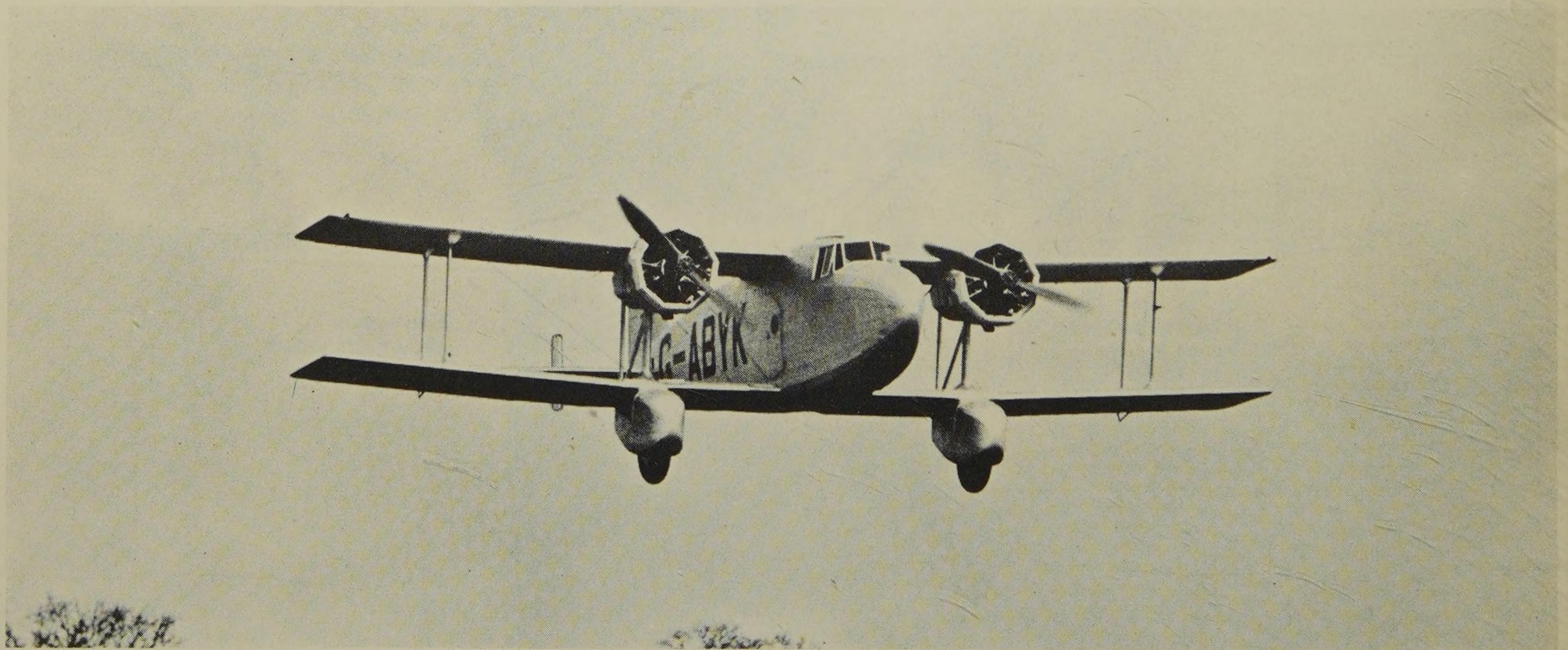
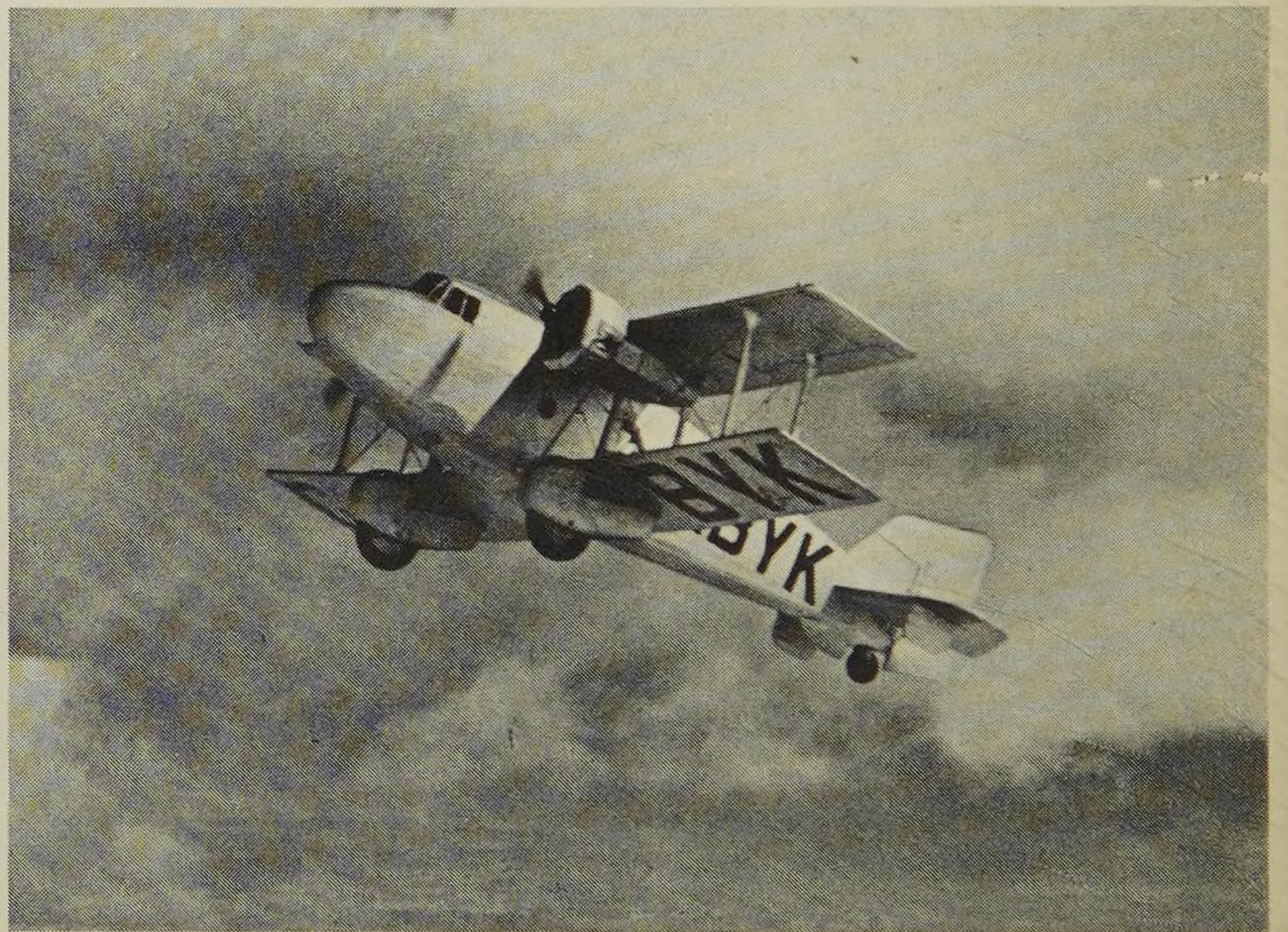
Starboard wheel
shown loaded
(as parked)

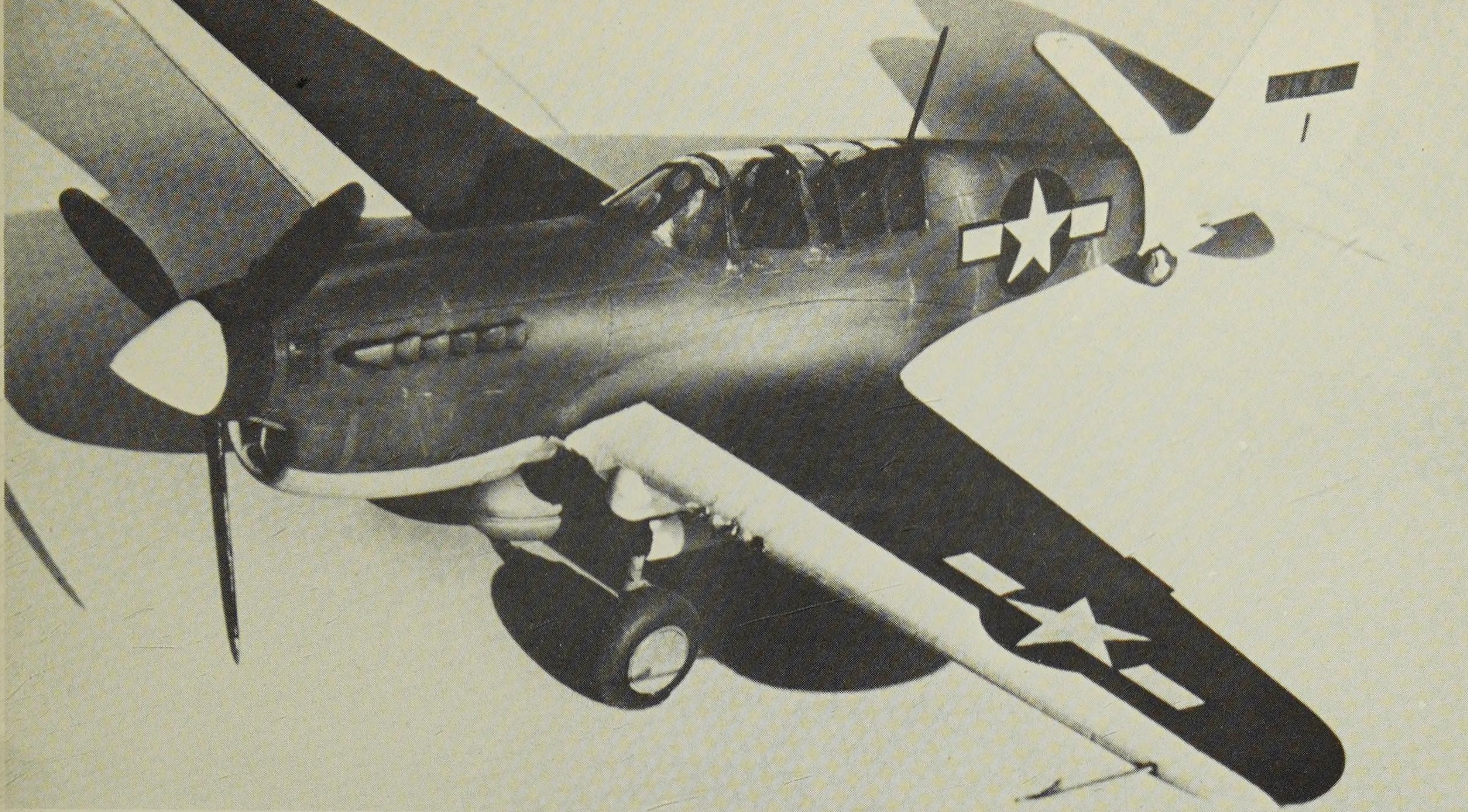
Port wheel
shown unloaded
(as in flight)

Note that spat
moves with oleo legs



Above: Posed for the 'Flight' photographer at Mousehold, the aircraft shows a number of details useful for model makers (Flight-B172). Right: The aircraft in final form rebuilt after its first crash. Note fully extended undercarriage oleos, the tailplane finlets, the fairings forward of the tailwheel, and the position of the registration letters under the wing. Below: Aircraft coming into land at Mousehold flown by S/L Rea. This is actually one of the first test flights, the finlets having been added on the original negative by retouching, presumably to 'update' the picture after the rebuilding.





Modelling the Warhawk in 1:48

MOST aircraft modellers must at some time or other have been attracted by the Curtiss Hawk series. I am no exception and, in fact, my first solid model that looked anything like its prototype was a Kittyhawk, laboriously fashioned from balsa wood in a flush of youthful enthusiasm during World War 2. In recent years a succession of plastic kit P-40s have kept interest alive until at an IPMS meeting a friend thrust before me a kit of the P-40E in 1:48 scale by Aurora. The pleasing box art caught my eye and my old enthusiasm for the Kittyhawk was revived.

Closer examination of the kit however, revealed its weaknesses, although to be fair to Aurora, it was old. The wings and tail unit were very poor but the fuselage looked about right. Out came a Monogram P-40B and a quick check revealed that a suitable marriage of parts was possible and as the tail unit needed surgery anyway, I decided to go for the long fuselage P-40N version. Building the model proved an interesting exercise and if the photos of my model persuade you to try one, here's how it's done.

Start by removing the exhaust stubs from the Aurora fuselage halves and cut and file slots for the new exhausts. Back up the slots with .01" plastic card. Glue together the fuselage halves of both the Aurora and Monogram kits and allow them to dry. Cut the fin from the Aurora fuselage and the rear fuselage from the Monogram at the lines indicated on the drawing. Make a careful trial fit of the Aurora main fuselage into the Monogram rear fuselage, filing both parts as required until a snug fit is obtained, and checking alignment against the drawing. When satisfied, cement together, allow to dry, and then blend in the join with Squadron Green putty, similarly filling the tailplane slots in the Monogram fin.

Saw off the nose at the line indicated, clean up the intake profile, and install the intake dividers from .01" plastic card. Back up the dividers with copper gauze or plastic card faced

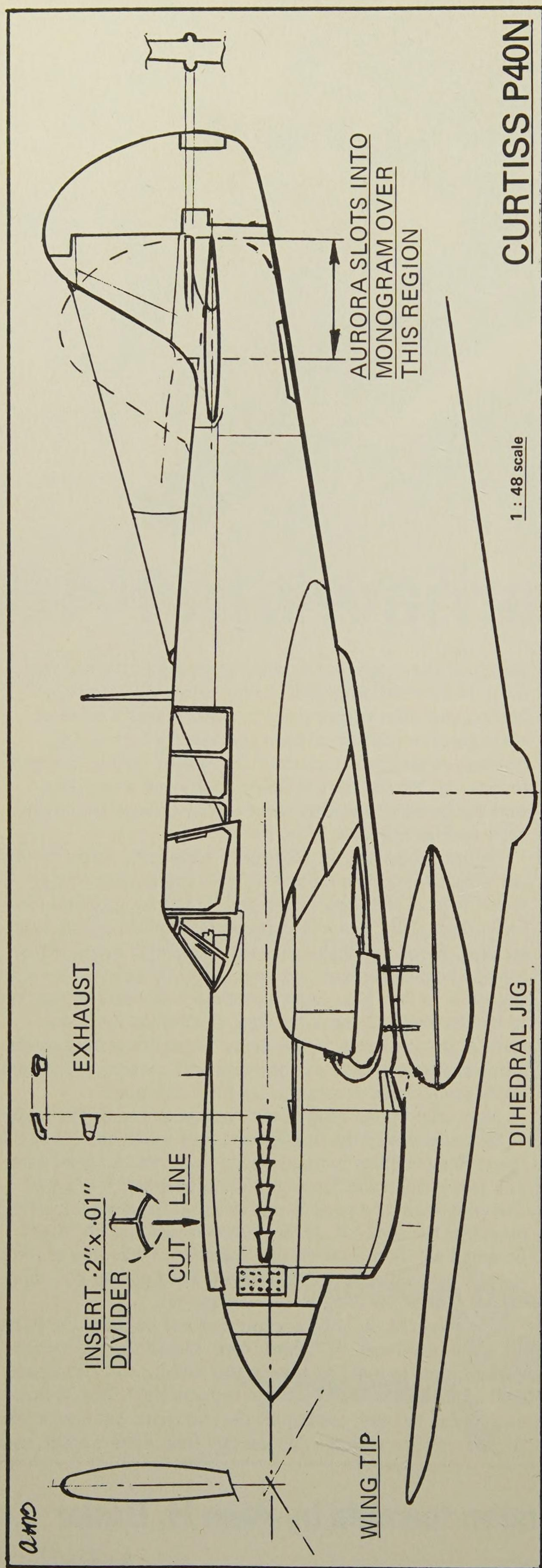
with part of an old mesh stocking to represent the radiator cores. Make a new prop shaft to run smoothly in the nose bearing, and after trapping this in position with a piece of sprue glued in position, cement the nose back on to the fuselage, sandwiching a piece of .01" plastic card in between to make up for the saw cut. Leave to dry and trim plastic card and putty down. Then clean up the carburettor intake entry with needle files.

Before assembling the Monogram wing parts, scribe through the wingtips inside on the top surfaces and outside on the lower surfaces and bend up the tips so that on assembly the top surface of the tips will continue the top line of the wing surfaces. Flood liquid glue into the cracks and assemble the top and bottom surfaces and flaps, putty up any visible cracks, and allow to dry. Next make a cardboard dihedral jig matched to the drawing and check the wing dihedral on the lower surface. If not correct, scribe almost through the wing on the inside centre line, bend up the wings until correct and cement inside using pieces of sprue to reinforce the joint.

Now offer up the wing to the fuselage and mark the parts of the underside of the fuselage and root which have to be cut away. Remove these parts with razor saw, file and great care. This is a tricky operation and difficult to describe in detail. The wing must be a good fit and be set at the correct incidence, otherwise the final 'sit' of the prototype will not be caught. So spend plenty of time on this operation. While you're about it, razor saw between the cooling gills and clean up this area; do not cement the wing to the fuselage yet.

Cut away the old solid cockpit area and build up the fairing aft of the seat from .01" plastic card. Use all the Monogram cockpit parts to build up the cockpit interior and add plastic card armour plate, harness straps and gun sight. The Aurora canopy can be used, cutting off the rear parts, but it is possible (if preferred) to mould a new canopy from acetate sheet, using

P-40B + P-40E = P-40N. Conversion formula by Alan H. Butler



the kit part as the male. The after part is formed directly from acetate sheet curved Polyglaze, or parts from the spares box. Attach the canopy with white glue, 'Universal' glue or clear varnish.

Fit a piece of .01" plastic card under the cockpit floor adjacent to flaps to fill up the hole visible when the flaps are down, and then glue the wing in position, checking carefully its alignment and dihedral while the glue is drying. Next make good the wing fillets with green stuff, building up in layers, sanding to shape when dry, and finishing with 'wet and dry' paper.

Return now to the rear fuselage. Having sanded the area smooth, file the tongues on the Monogram tailplane halves to fit the remaining portions of the Aurora slots and glue the tailplanes in position. The fairings which go over the tailplane positions on the fin are filed from .04" diameter Slaters Rod. What these parts were puzzled me for some time when examining photos of the aircraft; building the model provided the answer.

Cut a slot for the tailwheel doors, glue a piece of balsa inside the slot and fix the tailwheel leg into the balsa after extending the leg with a piece of sprue. Install the tailwheel doors open flat. The main Monogram undercarriage legs should be shortened .09" (in the centre) reinforcing the joints with pins before glueing. The rest of the undercarriage and doors are unchanged except for the addition of hydraulic pipes from fuse wire and heated flats on the tyres.

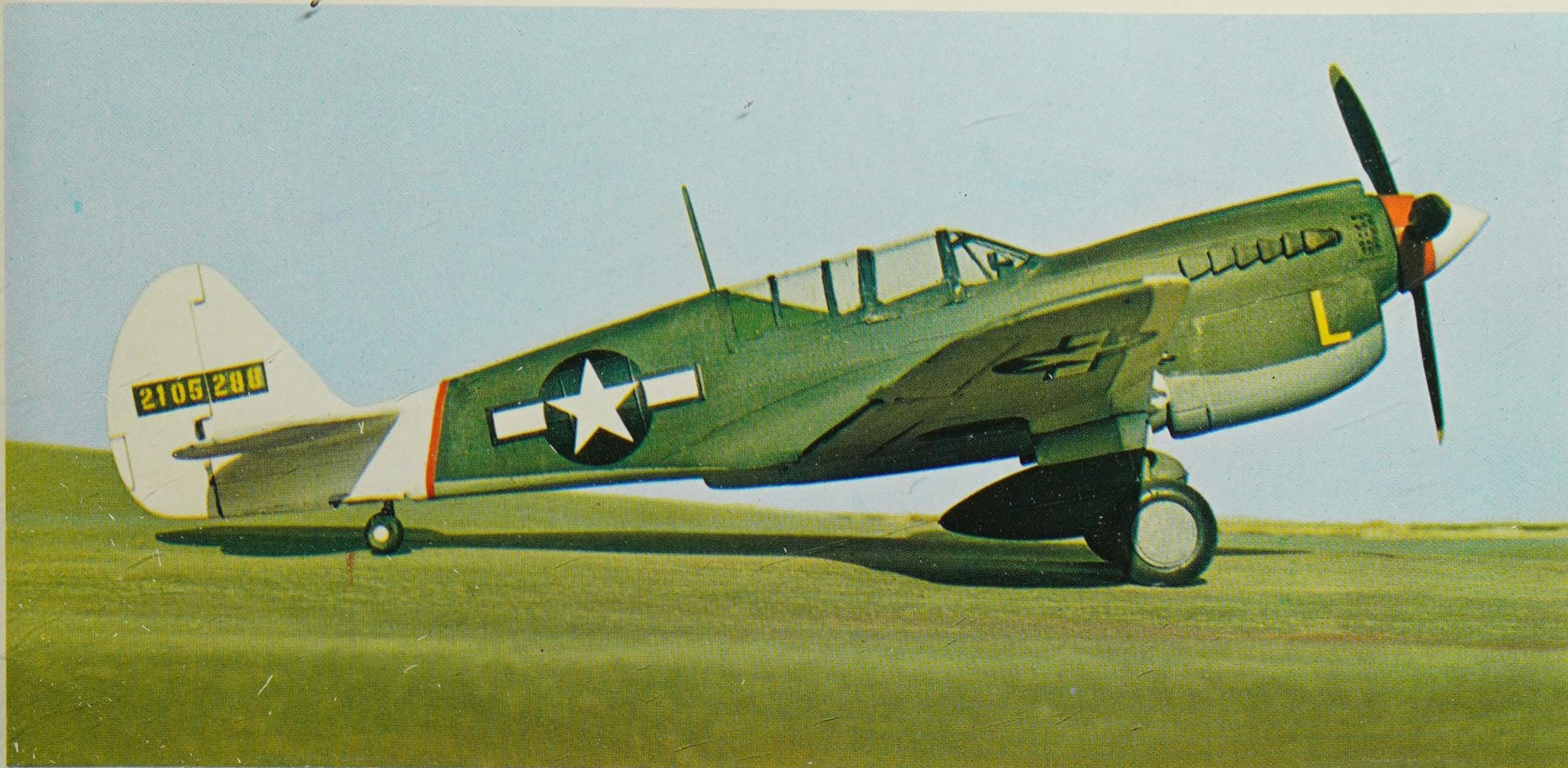
The propellor is from the Aurora kit with the blades re-worked by adding .01" plastic card to the rear faces and blending in with Green Stuff and sanding smooth. The spinner is extended into a more pointed profile with Green Stuff. Alternatively use the Monogram prop with a new spinner moulded from plastic card.

The fishtail exhaust stacks are individually made from .06" diameter plastic cocktail sticks, heated and bent with pliers, then filed to shape and glued to the backing strip. These items are a characteristic of the P-40N, so get them right! The vent plates on the nose are .005" plastic card drilled with .03" holes.

Now go over the whole model, filling and smoothing any joints needing attention. Remove the national markings moulded on the fuselage and restore panel lines lost during construction, using a scribe. Add an aerial mast and pitot tube. Shorten the wing guns as per drawing and add two more in the outboard positions. The drop tank is from Monogram's P-51B attached to the fuselage with stretched sprue bracing. Plenty of suitable colour schemes can be found in the Aircam volumes on the P-40, from which I selected an aircraft of the 49th Fighter Group, 5th Air Force SWPA New Britain in June 1944. Colour is Olive Drab uppersurfaces and Sea Grey medium unders, with white wing leading edges and tail surfaces. Spinner is red and white and a red stripe separates the white tail from the fuselage. Serial number is yellow on OD background and a yellow letter 'L' is painted on the cowlings. The national markings have no blue outline. The overall finish should be weathered in keeping with the theatre of operations.

References: Aircam Nos 6 & 7,
Profile No 136
Aeromodeller, February 1969.

Drawing at left is 1:48 scale for the conversion work described in text. Workers in 1:72 scale can follow similar procedure using Airfix, Heller, or Revell Kittyhawks, lengthening fuselage by means of insert and making other changes as described.



ABOVE AND RIGHT: Alan Butler's fine 1:48 scale model of a P-40N Warhawk, made by combining Aurora and Monogram kits. Note underside weathering. (photos by Alan H. Butler).



F-86F-30-NA Sabre 2Sqn Korean War

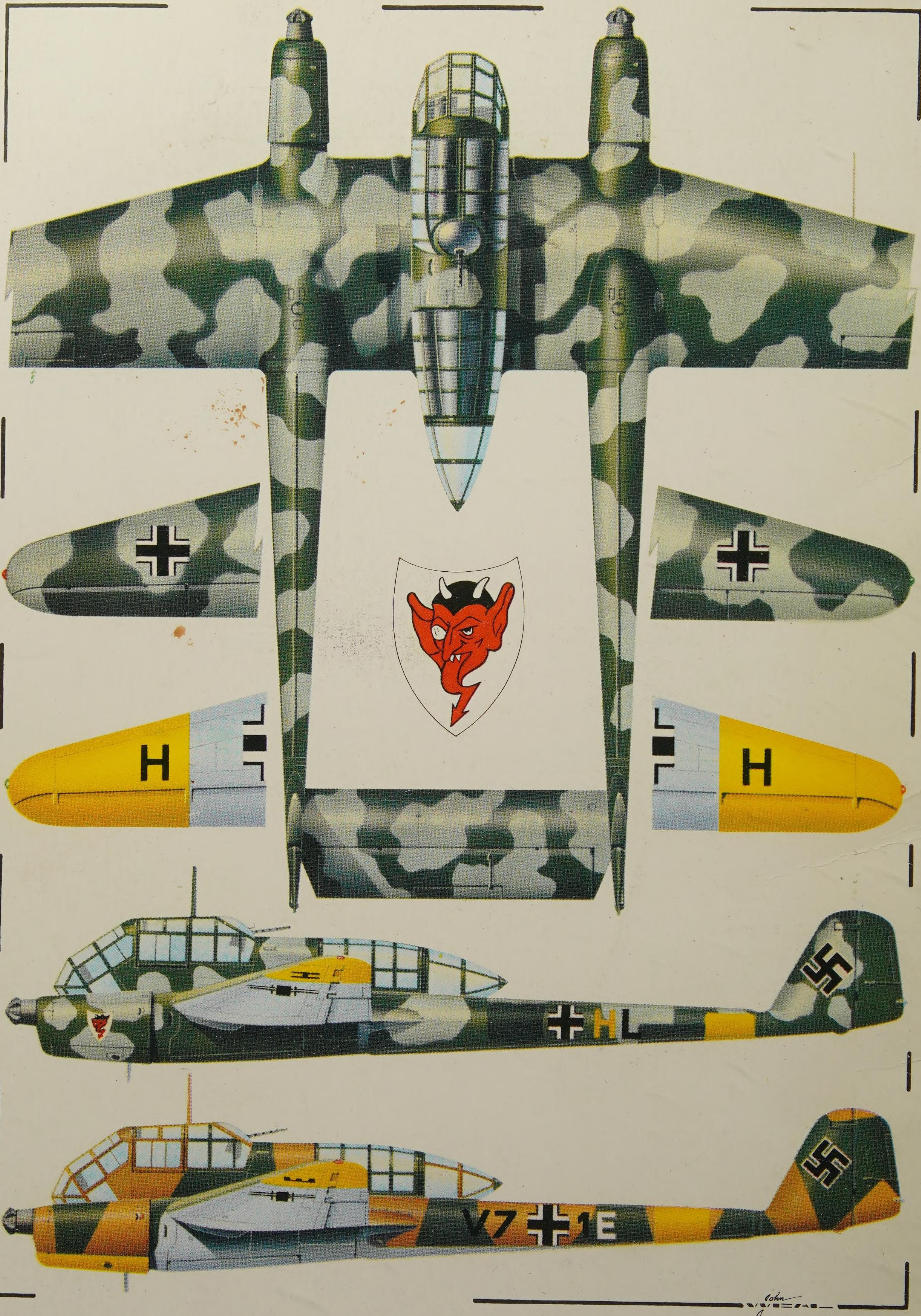
No'603' had name on port side only but badge on both sides of nose. At this time F-86Fs did not carry anti-dazzle panels. Aircraft No'609' was coded 'E' and had name 'MALOBOLA' on both sides. Individual code also on nose door. (See article page 4)



Plan view of F-86Fs as used in Korea by 2 Sqn. Underside similar with no serials.



Drawings by Richard E. Gardner



The top plan view, wing detail and upper sideview depict a Focke-Wulf Fw 189A-1 of Nahaufklarungsgruppe (NAGr) 1 at Dnepropetrovsk, Ukraine, in March 1943. Note that the unit coding has been painted out. The emblem between the tail booms is that of NAGr.1. The lower sideview depicts an Fw 189A-1 (V7+1E) of 1.(H)/32 at Kemi, Central Finland, in June 1942. The brown-and-green splinter pattern used by this Aufklarungsstaffel was not uncommon in this theatre, (Pilot Press copyright/John Weal).

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